The Mining Journal

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 217 .-- Vol. IX.]

LONDON: SATURDAY, OCTOBER 19, 1839. SHARES IN VALUABLE MINES, REVERSIONARY INTERESTS, &c.

MR. C. WARTON'S NEXT PERIODICAL SALE of the

FOREST OF DEAN, GLOUCESTERSHIRE-VALUABLE COAL PROPERTY. MR. PHILIP ROBINSON WILL SELL BY AUCTION, the Bear Inn. Newspan, Communication of the Bear Inn. Newspan, Communication, Section 1988, 1988

R. PHILIP ROBINSON WILL SELL BY AUCTION, at the Bear Inn, Newnham, Glonoestershire, on Monday, October 28, at Five o'ciock in the afternoon (unless previously disposed of by Private Contract, of which due notice will be given) subject to conditions of sale then to be produced, all that very valuable and excellent COAL-WORK or COLLIERY, galed to the Hill Belph Vein of Coal, called UPPER and LOWER PLUCKPENNY LEVELS, together with the Tram plates, Horse-wheels, and other Machinery, requisite for carrying on the Colliery on an extensive scale.—The above property is very eligibly situated at Ruardean's Hill, in the Forest of Dean, near to the foll wing places—viz. I Giouccester, Hereford Ross, Leebury, Newenth, Newnham, and Mitcheidean, and upon the Lydney and Builo Pill lines of railway. The Coal (of which there are about 100 acres unworked) is of superior quality, well adapted for household purposes, steam engines, manufacturing purposes, and lime burning or coking for Blast Furnacca, for all of which purposes there is a great demand in the tumediate vicinity. The above Colliery has been admirably drained, obvisting the necessity of pumping the water, whereby a great saving of expense in working the same has been permanently effected. It discharges itself at Drybrook, north of and adjoining the tumplac-road from Monmouth to Gloncester.—N.B. There are several Pils sunk down at a great expense upon this field of coal, the produce of which would command a ready sale at Ross and Hereford, being the nearest to these places.

A plan of the property may be seen, and further information, with descriptive particulars of the Colliery, obtained (by letter, post paid, or by personal application) either at the offices of Mr. Benjamin Peach, solicitor, Coleford, Messars, Gregory and Sou, solicitors, 12, Clement's Inn, London or at the auctioneet's, Hill House, Littledean.—Coleford, Gloucestershire, September 28.

MINE MATERIALS FOR SALE. -- To be SOLD by PRI-VATE CONTRACT, the whole of the MATERIALS now standing on BIN-NER DOWNS and WHEAL TREASURY MINES, consisting of one STEAM-EN-GINE, 64-lach cylinder, stroke 9 feet 4 inches, by 7 feet 9 inches, with 20 tons of

Ac., attached.
42-inch ditto, with 5 tons of boiler, stroke 9 feet by 74.
24-inch ditto, with 7 tons of boiler, 5 feet 3 inches, equal beam.
19-inch single-acting STEAM. WHIM, 45 feet stroke.
29-inch ditto ditto ditto 4 feet ditto.
25-inch ditto brass cylinder, 4 feet ditto.
25-inch ditto brass cylinder, 4 feet ditto.
26-inch ditto brass cylinder, 4 feet ditto.
26-inch ditto brass cylinder, 4 feet ditto.
27-inch ditto brass cylinder, 4 feet ditto.
28-inch ditto feet diameter, 25 feet 5 inches breast, with a crusher attached, recently erected ditto 29 feet diameter, 2 feet 5 inches breast, with apparatus connected for the use of the smith's shop.
12-inch capstan rope, 130 fathoms long.
14-inch ditto 120 ditto, with capstans, catheads, and shears, suitable for the different engines.

I la inch ditto 120 ditto, with capstans, catheads, and ahears, suitable for the different engines. Sixty-two fathoms of 13-inch Pumps, seventy fathoms of 14-inch ditto, twenty-four fathoms of 19-inch ditto, thirty fathoms of 11-inch ditto, twenty-four fathoms of 19-inch ditto, thirty fathoms of 11-inch ditto, twenty-four fathoms of 9-inch ditto, twenty fathoms of 9-inch ditto, twenty fathoms of 9-inch ditto, thirty fathoms of 7-inch ditto, fifteen fathoms of 6-inch ditto, one 16-inch Hito, fifteen fathoms of 6-inch ditto, one 16-inch ditto, one 18-inch ditto, fifteen fathoms of 6-inch ditto, one 18-inch ditto, twenty fathoms of 8-inch ditto, one 6-inch ditto, twenty fathoms of 18-inch ditto, twenty fathoms of 18-inch ditto, twenty fathoms of 18-inch Connecting Rods, with rods, plates, &c., to fit, three Horse-whims, about two miles of Raifroad, chiefy 5-inch by 6 iron, with the waggous, two Plat-rod King Post Blobs, nearly new, adapted for a long stroke, six Braught Horses, two Waggous, one Timber Carriage and three carts, together with a variety of other articles too numerous to particularise.

tecuarise.

For further information apply to Captain Gregor, Praze, near Camborne; and, to treat for the purchase, to Agents on the mine.

Dated Binner Downs, Oct. 2.

PRICE 6D.

COMPANIES.

CONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a HALF-YEARLY GENERAL
MEETINGS.

CONSOLIDATED COPPER MINES OF COBRE ASSOMEETING of the proprietors of this Association will be held, in conformity with
the Deed of Settlement, at the office of the company, 26, Austin-friars, on Tuesday,
the 29th day of October inst., at Twelve o'clock precisely. On that day two directors, namely, Robert Passenger, Esq., and George Probyn, Esq., and one auditor,
Alexander Druce, Esq., will go out of office, agreeably to the Deed of Settlement,
but are immediately re-eligible, and are candidates for re election.

It is necessary that parties intending to offer themselves as candidates for the
direction and auditorship should leave notice of such their intention with the Secretary, at the office of the company, 26, Austin-friars, at least fourteen clear days
before the day of election.

26, Austin-friars, October 8.

WILLIAM LECKIE

CIONSOLIDATED COPPER MINES OF COBRE ASSOCIATION.—Notice is hereby given, that a SPECIAL GENERAL MEETING of the proprietors of this Association will be held at the office of the company,
26, Austin-friars, on Tuesday, the 19th day of October Inst., at half past Twelve
o'clock precisely, for the purpose of considering the propriety of confirming the following resolution, which was passed at a Special General Meeting of proprietors,
held on the 39th day of April last:—"That all the clauses in the Deed of Settlement, fixing the Half-yearly General Meetings in each year on the last Tuesday in April and the last Tuesday in October, be rescinded, and that in lieu thereof, from
and after the next Half-yearly General Meeting, in the month of October next, such
Half-yearly General Meetings in each year shall be held on such days in the months
of January and July as the directors may appoint; and that after the election of
re-election of directors and auditors, on going out of office by rotation, at the Halfyearly General Meeting in October next, the directors and auditors in future shall
go out of office, be elected or re-elected, at the Half-yearly General meeting in
January, 1841, and so coutinue to go out of office, or be elected or re-elected, at
every subsequent Half-yearly General Meeting in the month of January in each
year, in lieu of the month of October."

25, Austin-firars, October 8.

WILLIAM LECKIE, Secretary. CONSOLIDATED COPPER MINES OF COBRE ASSO-

ST. HILARY COPPER MINING COMPANY.—The directors do hereby give notice, that a SPECIAL GENERAL MEETING of the shareholders will be held at the office of the company, on Tuesday, the 22d October, at Twelve o'clock precisely, to receive from the directors the recommendation to erret a new engine, and to provide funds for that purpose.

15. Great St. Helen's, October 15.

WHERRY MINING COMPANY, Mount's-Day, Petras.

WHERRY MINING COMPANY, Mount's-Day, Petras.

We the undersigned, Richard Pearce, Samuel Higgs, and Richard Millett, directors of the above company, do hereby give notice, that two SPECIAL GENERAL MEETINGS of the shareholders, for the purpose of dissolving the said company, will be holden, and are hereby called, for that purpose, at the Account-house on the Mine,—the First on Monday, the 21st day of October now instant, at noon; and the other on Monday, the 11th day of November next, at the same hour. RICHARD PEARCE.

Plated. Wherry Mining Office, Penzance,

SAMUEL HIGGS.

RICHARD MILLETT.

CALLS.

TULL AND SELBY RAILWAY.—CALL OF FIVE POUNDS PER SHARE (making, with the previous Calls, #35 per Share).—The directors of the Hull and Selby Railway Company having resolved, at a meeting held on Saturday, August 3ist, 1809, that a SEVENTH INSTALMENT of FIVE POUNDS per share should be called for, proprietors of shares in this company are hereby required to pay, on or before the 30th day of October next, to amy of the undermentioned bankers, on account of the treasurers, the sum of #5 on each of their respective shares, viz.:—

Hull—Messrs. Pease and Liddelis, or Messrs. Samuel Smith, Brothers, and Co. London-Messrs. Glyn and Co.; or Messrs. Smith, Payne, and Smiths.

The bankers have been severally instructed to charge interest at the rate of #5 per cent. per aunum, according to the provisions of the Act of incorporation, from the 30th day of October, on all sums which shall be tendered after that day.

By order.

CHARLES II. PHILLIPS, Law Clerk, to the said GRORGE LOCKING, Secretary.

Company.

The sale or assignment of any share in the undertaking is probabiled by the Act, after the making of a call, until the call shall have been paid.

PRITISH SILVER-LEAD AND COPPER MINING COMPANY.—The directors of the British Silver-Lead and Copper Mining Company do hereby give notice, that they have this day made a CALL of FOUR
POUNDS per share on the new shares (equal to One Pound per share on the old
shares) in the above company, payable on or before the 24th day of October next,
at the Liverpool Banking Company, Liverpool; or at Messrs. Currie and Co.'s,
bankers, London, on their account.
Company's office, Brazil-buildings, Drury-lane,
Liverpool, September 47.

COMBMARTIN AND NORTH DEVON LEAD AND SILVER MINES.—At a Meeting of the directors in the above concern, held the 3d inst., it was resolved.—" That all shares on which the CALL of TEN SHILLINGS per share, made the 21st day of August last, be not paid on or before the 2d day of November next, will be irrevocably FORFEITED."

Combmartin, October, 1859. WILLIAM NEWTON, Sec.

DERRAN CONSOLIDATED MINING COMPANY.—LAST NOTICE.—The shareholders are hereby informed that all shares upon which the last CALL of FIVE SHILLINGS per share being the seventh, making, in the whole, £4 per share, remains unpaid, will be absolutely FORFEITED, unless said call be paid on or before the 22d November next, to the bankers, Mesars. Vere, Sapte, and Co., 77, Lombard-street.

2. St. Mildred's-court, Oct. 12. ST. JOHN DEL REY MINING COMPANY.—Notice is

hereby given, that the directors have made a CALL of TEN SHILLINGS per share, on the shares in this company, and that the same is to be paid on the 21st day of November next, to Measrs. Barcate, Bevan, Tritton, and Co., on account of the directors. The bankers' receigt is to be brought to this office, with the ortificate of the shares to be endorsed thereon.

8. Tokenhouse-yard, Lothbury, Oct. 18. GEORGE D. KEOGH, Secretary.

DIVIDENDS.

OLMBUSH MINING COMPANY.— The directors hereby give notice, that a DIVIDEND of ONE POUND per share will or paid at to of the company, on Thursday, the 31st instant, and the following Thurs-tween the hours of Twelve and Three o'clock. Scrip certificates to be left provious Tuesdays. Broad street, October 4.

THE PATENT SAFETY FUSE,
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE
PERATIONS.—This article affords the safest, cheapest, and most expeditions ness with which the Manufacture

inscriments with which the Manufacturers have been favoured from every part of the kingdom, they select the following letter, recently receives from John Taylor, Baq., F.R.S., &c. &c.:—

"I am very glad to hear that my recommendations have been of any rervice to you. They have been given from a thorough conviction of the great usefulness of the Safety Fuze; and I am quite willing that you should employ my name as evidence of this."

THE THAMES TUNNEL IS OPEN TO THE PUBLIC

THE THAMES TUNNEL IS OPEN TO THE PUBLIC every day (except Sunday), from Nine in the morning until dark. Admittance One Shilling each. Extrance one at the Church at Rotherhilbe, on the Sorrey side of the River. The Tunnel is brilliantly lighted with Gas, and is now completed to beyond low water mark on the Middlesex above.

By order,

Thames Tunnel Office. Waltrook, buildings, Waltrook, October.

B. B. Gonveynoces to the Thames Tunnel, by Omnibus, from Frenskilly, Charling, cross, Fiert-street, and Grace-clikert-street; also by Steam-boats, at Chrises, Vauxball, Westminster, Hungerfort, Queenhithe, Dyer's ball wharf and London-bridge,—Blocks with pilates descriptive of the works are sold at the tunnel, price one shilling.

ONDON ZINK WORKS AND ROLLING MILLS, Wenlock road, City-road—Malleable Sheet Zinc, Zine Nails and Tacks, Flanished
Flates, of assorted stars, for Zincography and Door-Flates; and Fatent Zinc Sistes
for Recofing, all of the VERY REST GUALITY, will be promptly supplied to
Dealers and Condustarry, on application to

JOHN BALL and Co.,

1. Evaluatory, decay.

TO BE SOLD, by private contract, one 63-inch Cylinder EN-GINE, with Iron Beam and Condensing Work complete, and one or two Boilers. One 43-inch Cylinder ENGINE, from meam and Condensing Work, with-out Boiler. One 21-inch Cylinder Engine, without Boiler. A large quantity of Pamps, Working Barrels, H and Clack seat Pieces, Windbores, and a great variety of other Mining Materials.—Apply to Captain W. Richards, Great Wheai Fortune, near Marazion.—Dated October 14. TO LET ON LEASE, from Lady-day next, EXTENSIVE MANUFACTURING PREMISES, known as the TEMPLE COPPER MILLS, water power, with right of nine thoroughs, situate on the River Thanses, thirty miles from London, and five from the Great Western Railway Station. Fer further particulars, apply to Mesers. Bloxam and Ellison, solicitors, Lincolin's Inn-fields, London.

SERK SILVER-LEAD AND COPPER MINES.—A FEW SHARES in the above valuable mines may be obtained on application to Mr. Thoromas Boxer, 44, Lothbury, where specimens of the ore may be seen, and all necessary information obtained.

BY THE QUEEN'S PATENT.

To Engineers, Railway Directors, Steam Boat Proprietors, Manufacturers, and others requiring Steam Power.

MESSRS. BUNNETT and CORPE respectfully solicit attention to their new PATENT CONCENTRIC STEAM.ENGINE, which, by its novel formation and arrangements, combine compacturess of form, increase of power, speed, and economy in working, to an extent hitherto unsatisfushie. Descriptive plans and particulars, also cards to view the Engine in operation set their

scriptive plans and particulars, also cards to view the Engine in operation at their ENGINE and PATENT REVOLVING HIGN SHUTTER WORKS, Depticit, and particular and particular and particular and particular and performance of the control of the contr

This day is published, in 4to, with coloured map and sections, price 15s. is cloth,
A MEMOIR ON THE MID-LOTHIAN AND EAST-LOTHIAN COAL-FIELDS.

"This meenoir is distinguished by the fulsoon of its details, in regard to the geological and economical relations of the stratified rocks of the coal-fields. Our sather has also been at great pains in collecting, from the best sources, numerous facts illustrative of the characters of our coal mines, their mode of working, the quantity of coal raised, and the moral and domestic condition of the collier population. To the miner and the geological, the numerous tables, drawn up with great care, will be received as useful contributions."—Edinburgh Philosophical Journal for October, 1899.

noor, 1809. Edinburgh: William Blackwood and Sons; and T. Cadell, London

THE QUARTERLY REVIEW, No. CXXVIII., is published this day.

L-ON LIFE ASSURANCE.

II.—TRAVELS IN NORTH AMERICA.

III.—LIFE OF RISHOP BUTLER.

IV.—ON MENDICITY.

V.—LIFE AND CHARACTER OF ESCHYLUS.

VI.—PETRARCH, BOCCACCIO, AND DANTE.

II.—FRENCH ORATORS AND GRATORY.

II.—FROST OFFICE REFORM.

X.—BAITISH POLICY.

RAILWAY MAGAZINE, and COMMERCIAL JOURNAL, All.WAY MAGAZINE, and COUNTERVALL JOURNALS,

—This work, which has attained the greatest celebrity for the value of its
articles, and its susform success in all coloses it has advocated, will now be published workly, prior fixpence, and go pool free. The first Number was published on
the 17th Angust, considering of twenty-four closely and handpossely printed pages.
It is intended to contain full and accorate reports of all ruleway and joint-clock
meetings; accounts of new companies, hands, misses, assurances, canads, dorks,
times and farm of all ruleway trains throughout the king-dom; prices of stocks,
whares, gold, offers, cotton, even, wood; general, mechanical, and coinselfic intoligence, An. An. Gadres received by all news agents, and at the office, No. 3, Red
Lion-court, Finel-girest, London. Agents for the paper, and for receiving spiterthemsemb, in Liverpool, Armoid and firm, Post-office-place; Marcheeling, Lewis,
Market servet; and Birmingham, Magnell and Co., 31, Colon-street,

POREIGN EXTRACTS.

RAILROADS IN FRANCE AND IN ENGLAND.

[Translated from "L'Office de Publicité," of the 10th inst. This paper, which is devoted to commercial affairs and the proceedings of "Public Companies" in Prance, will, judging from its past Numbers, often farnish interesting matter for car columns.]

With respect to this important subject one thing is certain—the difference of the methods that have been adopted and followed in the two countries. The superiority which one method has over the other is no less evident; it has been decided by facts. In France all the actions of railroads, whether devised or finished, pursued or abandoned, by Government, whether exerying numerous travellers and merchandize, or iorsaken, are at a loss. In England just the contrary happens. Of twenty-one or twenty-two enterprises of railroads, which are quoted at the Exchange of London, only four or five present a large loss—an equal number is subject to slight fluctuations, and often inclining to a fall—but by far the greater number of them yield more or less considerable benefits. From these facts we must draw two conclusions: railroads are proper for England, and less so for France; and, secondly, in England they have adopted a good system, and in France and. The first conclusion we will waive, because an attempt of enbatantiating it would involve us too much in the discussion of theories. We will, therefore, only say that we do not believe railroads to be indispensible for France, but we are finally convinced that in France the good system has not been hit upon.

In England we see abundance of capital, and quickness and energy in the execution; that is to say, the means have been prepared, and they have been put to good use. In France capital is scarce—the execution is slow; that is to say, the principal means of action was wanting, and the attempts at execution; that is to say, the means have been prepared, and they have been put to good use. In France capital is scarce—the execution is slow; that is to say, the principal means of action was wanting, and they have been companie

questions, we will restrain ourselves to the single considerations of roads and canals.

Without taking the least trouble of considering and calculating the esuses which render roads necessary, it was thought sufficient to insist upon the necessity of the whole of our territory being crossed by great roads, as if a principal road could be useful there, where the population is thin. Instead of thinking of high-roads, we ought first to have thought of bye-roads—of the small ways of communication.

Who has forgotten the Miniater who, when the question was to establish canals, declared "that the country must be furrowed by canals everywhere, and in all directions at once?" Who has forgotten that a credit was voted, at that time, of no less than 128,000,000f, to which afterwards many more millions were added? Nobody, certainly, can have forgotten the inconcetvable expression of the Minister who, after having made these propositions, after having indicated several thousands of leagues, of which he promised by and-bye to form into canals, wound up the exposition of his motives by this rather singular declaration, that "he had not the pretension of having pointed out all the works that were possible, and that he humbly requested everybody to and in to the Administration all such hints and notices as might put ministers on the track of other possible works, which might have excaped their researches." The boundaries of this modest declaration were, however—strange as it may appear—immensely outstripped and transgressed by the Deputies, who accused Government with having processed plans that were not general enough.

Let us now also look for the results which this double infatuation for roads and canais has had. Let us ask if the soil through which they pass has become more fruitful or better peopled?—No; on the contrary; these roads constructed at great expense—these canals decemend at the sacrifice of much money—these canals, the very upooling of which necessatists immense cost, have not in many places produced any of t

Ministry believed it was proved that these ways of communication were useful, they proposed a raitroad which was to begin at Paris, and passing by Lisic and Valenciences to end at the frontiers of Belgiuss, and which was at the same time to facilitate our intercourse with England by the parts of Calais, Boulogne, and Dunkirk. The idea was good, but it was soon spoiled by the Administration, which, minding too much the unfounded represented by the Administration, which, minding too much the unfounded represented of the public, hastened to generalize, and proposed a cet-work of raitroads, beginning at Paris, and cutting Frances at the four cardinal points, and having an extent of 1100 lengues. The first project might have been realized—the second minearried. The first might have given useful employment to superabundant capital—the second was the source of deception, and has left Francel's arrows of all other countries.

Unfortunately, we intended to proceed by a system of works when it was necessary to not in detail; we were desirone of accelerating the march of civilization, when it was sufficient to follow it. We reasoned as if railroads were in themselves a power of creation, while, on the custory, they are only the sign of the progress of things sainting. What was the deserquence I as England they have large lines—in France we have toys and haick nacks. In England the empital employed yields returns—in France the empital itself has disappeared. In England railroads have sugmented the revenue of the Treacury—in France they have been a cause of the sugmentation of lancion. In England these enterprises have been a source of commercial prosperity—with us they have only served to fill the pockets of a few stock jobbers and genesicat.

gamiliers.

It would have been easy to avoid these misfortunes if pains had been tak
in examining well the consequences of our national predilections to proce

by generalities; if it had been understood that the pretension set up of advancing an amelioration at the same rate in every part of the country, is in het, an obstacle created against positive progress. Civilisation developes itelf at certain points, and thence, by a concurrence of happy circumstances, t proceeds to the points next to this—and so on, proceeding step by step notil it attains the regions most distant from the centre, and which, for this very reason, were in this most difficult condition. Upon this moral principle I was necessary to act; this principle ought to have been converted into an axiom, and applied to public works, which are one of the expressions of civisations. From the centre it was necessary to start, to embrace, firstly, hose parts of our territory which were most proper to derive an immediate dvantage from the establishment of railroads, and to arrive gradually also t the other portions of our territory, which, carried away by the impulse iven from the centre, were successively to take part in the movement. Railroads are ameliorations certainly, but ameliorations must not needs a adopted because they are ameliorations. We must, above all, calculate the state of the country allows of the expenses, and we must add, is fit to tar also the inconveniences of amelioration. Thus, in a country where a anufactory of coarse cloth by handiwork answers its richness and its wants, would be sheer madoess to establish a manufactory with complicated achiese, for the sake of manufactorium fine cloth. The same cloth by generalities; if it had been understood that the pretension set up of ad-

manufactory of coarse clots by handwork answers its riciness and its waste, it would be sheer madoess to establish a manufactory with complicated machines, for the sake of manufacturing fine cloth. The manufacturer who, by adopting such means, had adopted an amelioration, would ruin himself, because his amelioration would not be in proper relation to the condition of society. What is true of the amelioration of the manufacturer, must also be true with respect to railroads, for railroads are nothing more than an amelioration—an ameliorated means of communication.

[In the foregoing extract we have endeavoured to follow closely the original, in making a literal translation, so that by Anglicining the article we might not destroy the meaning of the writer.—Ep. M. J.]

RAILROAD FROM BERLIN TO COLOGNE.

RAILROAD FROM BERIAIN TO COLOGNE.

It is certain that Government is decided to construct, at its own cost, a railroad from Halle, over Cassel, to the Rheinish Prussia. The same project had previously been conceived by a company of capitalists and bankers at Berlin, who had the ground surveyed, and opened negotiations with the Electorate of Hesse Cassel. The latter offered great facilities for the acquisition of the electoral domains over which the railroad was to pass.

The Prince Royal of Prussia has shown a great interest for the execution of the recent decision which Government has taken. The railroad projected must also procure immense advantages to the majority of the States comprised in the Germanic confederation, for it will not only pass through the whole central region of Germany, but it will also touch at the railroads from Cologne to Aix-la-Chapelle, from Leipsic to Berlin, and from Berlin to Stettin (a port on the shore of the Baltic Sea)—of which the first is almost entirely finished, and the second and third in course of construction.

M. Naylor (formerly general director of the post, and member of the Council of State), who is known to have always proved one of the most violent antagonists of railroads, has been consulted by the King respecting the projected railroad in question, and it is generally said that he would not deay that this railroad would be one of the greatest beachts Germany had ever obtained from its princes.

the Interior and of War have already received orders to ng civil and military engineers to examine the ground which the pro-railroad has to cross, and to present a complete sketch of it—the con-son of which, it has been estimated, would require 12,000,000 thalers

THE LATE WILLIAM JAMES, ESQ.

In a late Number of the Mechanics' Magazine, appeared a very inte-sting biographical notice of the late William James, Eq., projector of he railway system in England (contributed by one of his relatives), of hich we make the following abstract:—

In a late Number of the Mechanics' Magazine, appeared a very interesting biographical notice of the late William James, Esq., projector of the railway system in England (contributed by one of his relatives), of which we make the following abstract:—

"The subject of the following memoir claims our attention and respect, as one of those whose genius and persevering efforts have produced incalculable benefits to his country. In this cellipthened age, we have no doubt that the merits of this gentleman, when they are more generally known, will be fully acknowledged and appreciated; and we hope that this brief sketch of hile will have the effect of raising in the public mind a sense of the benefits that his great exertions have conferred upon society at large. William James (born 13th Jane, 1771) was the son of a gralleman bearing the same name, a highly respectable solicitor and man of fortune, residing at Henley in-Arden, in Warwickshire, whose father married an heiress of the name of Buther (a branch of the Ormoud family), residing at Linaworth-hall, county of Worcester. Mr. James was educated at Warwick and Winson-green schools, and at an early period of his life evinced tainets of a superior order. He was brought up to the law, and studied in London. At the age of twenty-five he married the orphan daughter of Mr. William Tarleton, of Hortey. He then commenced business for himself at Henley-in-Arden. He did not, however, make much progress in business, while residing at Henley, and remanwed to the village of Wellesbourne, having undertaken the management of a Mr. Dewe's estates, and by the exerction of a natural energy and perseverance he soon became eminent in his profession. Finding the situation of his present abode inconvenient for the management of the Warvick watet, to which he had been appointed agent and receiver, he removed to St John's, Warwick, where he immediately acquired an immense increase of business. At this time (about 1894), in consequence of the threatened invasion of this young the produce o

quently, however, his plan was partially taken up by some other persons, amounting to the public an intended railway from Birmingham to the collieries, and Mr. James was applied to, to determine and survey the line. His introdients were again, however, frustrated, a railway from Birmingham to Liverpool being agreed upon. Mr. James, during his residence in London, established one of the largest land ageocy businesses in the kingdom; his principal office was at New Howell-court, Lincoln's Inn; and there were branch affices in the country. He projected and carried into effect some of the most important inchosures of waste land in the kingdom; we may mention Homelow, it between an Dulwich; and had almost the eatire superintendence of the Strational upon-Avon Canal, which engreesed much of his attention. He was appointed depaty-chairman of this company, being the largest proprietor, having upwards of 90,0004, embarked therein. He purchased the principal tonnages of the River Avon, from Stratford and Evenham and Towkeebsery, and upon this he expended upwards of 600001, to render it navigable for barges of considerable tomange. In a few years, as his property increased, he became himself a very extensive landed proportion, by purchasing the Sacwinds estate, of nearly 1000 acres, and its manner, in Warwickshire, and the Trebinston estate in Sunth Wales, of about 75th acres; the former he afterwards sold to Lord Ayberiged for 37,0004, and the latter to Sir William Hamilton for apwards of 00,0004. He obtained by degrees a large and very valuable proporty at Warwick, in land and houses. So well had he up to this period prompored, that about the year 1815, he was goonpated (by his easkier) to he worth opwards of 150,0004, while he was at the same time evaliding more than 10,0004, per anamon by his perfection. Induced, joint washing the lander, and offer he had suffected some rever lesses by utly, however, his plan was partially taken up by some other persons, anhis mining speculations, having met with an accident which he feared misht prove fatal, he made a will, bequeathing 50,800f. to his eldest son. Mr. W. prove fatal, he made a will, bequeathing 50,800l. to his chiest son, Mr. W. H. James, and 10,000l. to each of his other six children, besides minor lega-cies. He lived, however, as will afterwards appear, to lose the whole of this

his mining speculations, having met with an accident which he feared missis prove fatal, he made a will, bequesthing 50,800f. to his chiest son, Mr. W. H. James, and 10,000f. to each of his other six children, bevides miner legacies. He lived, however, as will afterwards appear, to lose the whole of this world.

"Everything appeared to progress favourably till the passing of the Bank Restriction Act, brought forward by Sir R. Peel. It was at this period that Mr. James principally directed his attention to the subject of railways, in consequence of the great depreciation of his own and other property, resulting from the legislative canetment just mentioned. Being convinced, by his examination, that locomotion by the power of steam could be employed with the utmost safety and advantage in most situations, he now devoted his time exclusively to the determining and surveying of many extensive lines in the northern and midland parts of the kingdom, and principally at his own expense. In 1923, Mr. James published the first of twelve Essays on the Engine Railroad System, for which he streamously sought the best data. It contains an exposition of the valuable minerals deposited in or adjacent to the lines marked out, with suggestions for the improvement of the ports of Chester, Preston, and Lancaster; also, plans for the draining and reclaiming of many extensive sait marshes, as well as for the embanking and recovery from the sea of large tracts of land containing valuable minerals. These plans were accompanied by specifications of several improved locomotive engines, particularly that of Mr. George Stephenson, in the patent for which he became a partner. In this essay, Mr. James advocated the possibility of a velocity being attainable on railways of twenty or thirty miles an hour, in opposition to the opinions of Messre. Wood and Stephenson, who thought that railway travelling could not exceed eight or ten miles an hour. He instanced the possibility of bringing up by railway the whole crew, stores, and cargo of a man.

the latter years of his life, by his own labour:—

1.— Manchester and Liverpool, and adjacent lines to Warrington and Bolton

2.— Birmingham and Monchester, through Derbyshire.

3.— Birmingham and Wolverhampton.

4.— London and Birmingham.

5.— Moreton in Marsh.

6.— Canterbury and Whitstable.

7.— Bishop's Stortford, Cambridge, and Newmarket.

8.— London and Brighton, Portsmouth and Chatham.

9.— Bristol, Bath, and Bradford.

10.— Bristol, Salisbury, and Southampton.

11.— Padstow, Bodmin, and Fowey.

12.— Terro and St. Ann.

13.— Algavoar Moor.

And other lines in Flintshire.

14. It likewise projected and surveyed several harbours, turnpike-roads.

"He likewise projected and surveyed several harbours, turnpike-roads, and canals in various parts of the kingdom. Amongst others, we may mention the Sheerness, Perronport, and Devorae harbours, and a ship canal from the Tamar to the north coast of Cornwall."

IMPORTANT EXPERIMENT IN STEAM NAVIGATION.

On Monday last the Archimedes steamer performed an experimental trip from London-bridge to Gravesend and back, much to the satisfaction of the shareholders of the "Ship Propeller Company," many of whom were on

On Monday last the Archimedes steamer performed an experimental trip from London-bridge to Gravessend and back, much to the satisfaction of the shareholders of the "Ship Propeller Company," many of whom were on hoard, accompanied by parties of their friends, and by several engineers and other scientific gentlemen interested in the advancement of steam navigation. The Archimedes has no paddle-wheels, but is propelled by a screw, which is placed in the stern or dead wood of the vessel, under her counter, and just before the rudder. This screw is wholly under water, and the security from an enemy's shot afforded by its being so placed, as well as the absence of paddle cases, leaving the whole of the ship's sides clear for her guns, in the same manner as the sides of any sailing vessel, show at once the superiority of the screw propeller over the paddle-wheel, as applicable to fighting vessels; while the position of the screw yields another important advantage in the ease of having a strong wind on the ship's beam sufficient in some cases absolutely to lift the windward paddle-wheel out of the water, and nearly to bury the leeward wheel under it; whereas the screw, being in midships and always under water, its action must be uniform, no matter whether the wind be on the beam or otherwise.

The first experiments with the Archimedes were made about six months ago, when she went to Chatham, Margate, Ramsgate, and round to Portamouth; but having had the misfortune to burst her boiler, she has necessarily been laid up till it was replaced; and her excursion to Gravessed on Monday was what may be considered her first public exhibition in the River Thames since the failure of her boiler.

Questiona have been raised as to the economy of the application of steampower to the acrew propeller, as compared with its direct action on the paddle-wheels; and upon the final determination of these questions will intending vessels; but leaving out of sight for the present the alleged disproportion of power expended and effect produced

ieft no doubt that the principle of propelling by the screw is perfectly established. The Archimsofes went at the rate of nine miles an hour with the tide, and shout five miles an hour against it—that is, measuring the distances by the shore; and one measured mile she performed in six minutes. She steered easily and accurately; and turned in about double her own length. She also backed with apparent facility, although not so quickly as a vessel propelled by paddle-wheels would have done. In her progress she did not agitate the water as is done by paddle-wheels, and therefore did not cause any danger to small boats or craft approaching her. The water under her stern was smooth, and the only ripple running along her sides was that proceeding from her cutwater, in the same manner as from that of a sailing vessel moving with equal velocity; she can, therefore, navigate the Pool without endangering the lives of watermen to the same extent as steamers propelled by paddle-wheels, although even on Monday she did run foul of a barge, but there was no harm done. The Archimsofes left Loudon-bridge about half-past eleven, and, after performing several evolutions off Gravesend and Krith, returned to the wharf about half-past five o'clock.

RAILROAD SPEED ON THE WATER.—A nautical gentleman is about to come forward with a new application of steam to purposes of navigation, ns of which, without paddles or any external apparatus, he under carry vessels through the water as swiftly as carriages pass along s on land. He calculates that his discovery will enable the voyby means of which, without ringes pass along railways on land. igers to pass with case from Dover to Calais in an hour .- Inventor

JOINT-STOCK COMPANIES IN SAXONY .- The total capital of ciations of this character that have been recently formed, and which are now proceeding to the accomplishment of their various objects, amounted in October, 1837, to nearly 13,000,000 dollars (about 2,000,000), sterling), a large sum for that country, and the greater part of which is furnished by the bankers and other capitalists of Leipsic.—Ayrahre Economer

'Gas room Gaaran.—An interesting experiment was made at Bor-deaux, a few days ago, in the presence of the Mayor, on the basks of grapes, when pressel, and the lens of the wise, in order to show their use for the purposes of lighting. A possel of the delect have resises, and the sect or the dried husks put into a red-e, in seven minutes, 200 litres of gas, which burnt with an and free from smoke or smell. A second experiment with intense light, and free from smoke or smell. the dried loss was equally satisfactory .- Royal Cornwall Gazette.

The passage by railroad between Montpelier and Cette is temporarily aspended on account of damage done by the late violent rains.

PROCEEDINGS OF PUBLIC COMPANIES.

CHESTER AND CREWE RAILWAY.

CHESTER AND CREWE RAILWAY.

On Wednesday, the 16th inst., a special general meeting of the proprietary was held at the Royal Hotel, for the purpose of having submitted to them by the directors an arrangement purposed to be made between the Chester and Crewe Railway Company and the Grand Junction Railway Company, and for adopting the same if approved of.

JOHN USHACKE, Esq., in the chair.

The circular convening the meeting and also the circular sent to each shareholder, which contained the heads of the proposed arrangement, having been read, the CHAIRMAN said the agreement so far as it stood had been approved by the board of directors of each company, and it was now for the shareholders of the Chester and Crewe Company to say how far they approved of it.

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for the shareholders of the Chester and Crewe Company to say how far they approved of it.

Capt. Cleminson then moved, and T. Frost, Esq., seconded—" That the proposed arrangement had the approbation of the shareholders, and that they be empowered to carry it out."

E. Davies Davenders, Esq., asked what would be the point of contact of the proposed extension line to Manchester and London?—The Crairman replied that it was not specified in the agreement nor was it yet fixed. In answer to some further questions from Mr. Davenport, whether the line projected to the Potteries was given up or not, the Chairman said that for very obvious reasons this company could not hope to carry that line. Twice they had published their notices and lodged their plans, and distributed their prospectuses, yet he regretted to say they had not rethat line. Twice they had published their notices and louged their pians, and distributed their prospectuses, yet he regretted to say they had not received that support they had a right to expect. The best thing therefore they could do for this line was to get a pledge from the Grand Junction directors, that a line would be made to ensure the traffic from the Potteries.

Mr. MULLINEUX (of Liverpool) said that he thought the proprietary

Mr. MULLINEUX (of Liverpool) said that he thought the proprietary ought to be favoured with some further explanation.

W. WARDELL, Esq. (deputy-chairman of the company), said, he hoped the meeting would come to an unanimous opinion as to the desirableness and necessity of an amalgamation of the companies; to enable them to do so, the shareholders had a right to expect the fullest information on the subject, and he could only say it was the wish of the directors to afford all in their power. By a document laid before the directors on the 22d of August last, the amount of calls in arrear amounted to the sum of 33,942f.

Of the first call there were 484 shares not paid upon.

2	ditto	598	-mar co	ditto
3	ditto	1033		ditto
4	ditto	1338		ditto
5	ditto	2191		ditto

ditto 2191 ditto

This was six weeks after the fifth call had become due; repeated applications had been made for payment, and law proceedings had been taken against some. On the day abovementioned a letter to the following effect was sent to those who were in arrear of the fifth call only:—"The directors have requested me to inform you that every exertion is being made for the purpose of opening this line at the same period with the Chester and Birkenhead, which it is anticipated will be in May next. Under these irremistances, the sharpholders must be aware of the absolute necessity. circumstances, the shareholders must be aware of the absolute necessity circumstances, the shareholders must be aware of the absolute necessity of prompt payment of the calls; and as the last call made upon you, due 10th July, remains unpaid, the directors will feel obliged by your discharging the same."—At the time this letter was written there was 10,000% due on the fifth call only, and the application produced within the following fifteen days the sum of 1090%. On the 19th of September another letter was sent to all the shareholders in arrear, excepting those against whom law proceedings were taken, to the following effect:—"The directors have instructed me to inform you that it will be impossible for them to proceed with the works unless the amount due for calls is forthwith paid, and they have determined to take legal proceedings against all parties who shall not have paid by Saturday next; "signed by the law clerk of the company.—This application produced within the following ten days about 2000%. The total receipt for the space of a month was about 3000%. Out of upwards of 30,000% due, and when the disbursements of the company were proceeding at the rate of from ten to fifteen thousand the company were proceeding at the rate of from ten to fifteen thousand pounds in the same space of time. When the company was first formed the provisional committee issued a prospectus for a company with a capital of 250,000L, in 5000 shares of 50L each, and there were applications for shares, and after a careful examination of the applicants, the whole 5000 shares were allotted to those who were considered the most responsible persons; many of these did not pay their deposit, and shares were re-issued through share brokers, with the exception of something less than 300 shares, then held by the company. They had heard that out of 5000 shares, then held by the company that can be shared at that crisis, when nearly half the shareholders. could not pay, and the other half would not, because the rest did not. In such a case, what could the directors do?—they could not make further calls; it would be worse than useless to overload those with additional weight who could not pay up the previous calls—nor could it be expected the more able portion of shareholders would pay for themselves and others. Would they recommend the works to be stopped? that would only involve them in still greater embarrassment. The contractors for making the line had bought all the requisite materials; they were giving their personal superintendence, under an engagement to complete the their personal superintendence, under an engagement to complete the contracts within a specified time, and one of them he knew had expended 10,000L in making bricks only on the line—could they break these contracts without giving compensation? The iron-masters were sending in rails—must they go without payment? and so of the engine-makers and others. He would therefore put it to the shareholders, now met together, whether the directors could do otherwise than make the best terms in their power with the Grand Junction Company. The only basis on which the Grand Junction would treat for an amalgamation was the current prices of the shares of the companies—these prices indicated the value set upon them by the public at large; against the reasonableness of this they could not contend. At that time the Crewe shares were selling at 8L discount, making them when paid up worth 42L. The Grand Junction whole was selling at 194L, making the half-share of 50L, when paid up, worth 97L; two Crewe shares being worth 84L, were to be given in exchange for one share in the Grand Junction, worth 97L, the present dividend on the latter being 6L per cent. per annum, with a probability of its becoming 7L per cent. Now, on valuing money at 5 per cent. should be paid, 140L. By this agreement, if confirmed by the meeting, the more needy holders of shares, he had not a doubt, might part with their shares without loss, and the more opulent, by holding a while, realise a good profit. If these terms were not ratified by the meeting, he could only anticipate a ruinous depreciation in the value of their shares. So he trusted the shareholders would agree with him in thinking the directors had not only done what they considered best for their united interests. contracts within a specified time, and one of them he knew had expended 10,000 i. in making bricks only on the line—could they break these contrusted the shareholders would agree with him in thinking the directors had not only done what they considered best for their united interests, but the very best under all circumstances; and that if better terms were not obtained, it was because they were not in a condition to demand them He should be most happy in affording the meeting any further information

they might wish for.

The CHAIRMAN, in answer to inquiries put by Mr. Mullineux, said that certainly the necessities of the company had been one main cause of the directors entering into the present arrangements; and that what was meant by the present company completing the railway was that the present directory should superintend the completion. If there was any excess of expenditure over the estimate he certainly should consider it as the liability. penditure over the estimate he certainly should consider it as the liability

analgamated companies.

MULLINEUX asked if the pecuniary difficulties would not still continue, if the completion of the railway still rested with the present of time, if the completion of the railway still rested with the present com-pany? He did not see how the present arrangement extricated the directors.—The CHAIRMAN replied that the altered value of the shares had in a great measure relieved them from their pressing difficulties. As soon as this arrangement was made known they advanced 10L, which showed the estimate the public put on it. Unless some such arrangement as this had been made the works would have been at a stand still. For instance, Mr. Weekell, from delivers had entired to a stand still. For instance, Mr. Wardell, from delicacy, had omitted to notice one fact—vis., that at that time the debt due to the bank was 20,000f. He did not think the railway would cost more than the original estimate, as all the contracts were let under that estimate. But if it did, the united company must defray the al charge.

Mr. MULLINEUX asked if it was not possible to have made an . Mr. MULLINGEX asked if it was not possible to have made an arrangement with some other company—forinstance, the Chester and Birkenhead?

—The CHAIRMAN thought not. But even if those companies were united, they would have experienced the same difficulties at Crewe with the Grand Junction Company, as without this arrangement would have beset the

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Chester and Crewe Company. Eight months ago the directors had attempted to negociate with that company for permission to use their line on reasonable terms; but in consequence of the project for continuing the Crewe line to Harccastle, all compromise had been declined.

Mr. Davenpors said that would imply that the Grand Junction Company were averse to going to Harccastle. He wished to know whether the Cestrians were to have any prospect of getting the shortest way to London or not, or were they still to be compelled to go through Birmingham?—The Rev. Mr. Lyons also asked if the extension line would go to Harccastle?—The Cualdman said that was a question be could not answer. The directors had done all they could to get to Harccastle, and they had not been supported by even the Chester and Crewe proprietors. The exact route of the extension must now be the subject of after arrangement. Mr. Gladstone had been directed to survey the ground, and would report to the united directory.

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ment. Mr. Gladstone had been directed to survey the ground, and would report to the united directory.

Mr. MULLINEUX said, as the explanations were not satisfactory to him, and as the arrangement did not appear calculated to remove the difficulty, because the completion of the line still rested on the present company, he should propose an adjournment of one month, in order that time might be afforded to see if some better arrangement could not be made. Subsequently he candidly declared that his object was to upset the present arrangement, which he did not think the best that could have been made.—Mr. Davenpour seconded the motion.

The Chairman said that individually he could have no objection to adjournment, if it was not meant as a hostile step against the arrangement. It was clear that the motion for adjournment was of that character, consequently the directors must resist it, as it would, if carried, increase the difficulties of their situation.

Mr. MULLINEUX said that the original prospectus held out the hope of

difficulties of their situation.

Mr. MULLINEUX said that the original prospectus held out the hope of 131. 10s. per cent. dividend. Now they were called upon to give this up for 61. per cent.—The CHAIRMAN replied that when that prospectus was drawn up, the Cheshire Railway Act was before Parliament, with every prospect of being obtained; and if it had, that dividend would have been realised. It however bad been lost, and with it a great part of the anticipated traffic on the Chester and Crewe line.

realised. It however bad been lost, and with it a great part of the anticipated traffic on the Chester and Crewe line.

Mr. Walmsley, at great length, opposed the arrangement, and severated the adjournment. He said that the directors ought not to have let the unpaid calls have accumulated to so large a sum as 34,000l., but have enforced the first calls when the shares were at a premium.

Mr. Wandell said the directors had not neglected their duty in enforcing the calls. They had made every exertion in their power, and had commenced law proceedings against several parties.

The Chairman said that when the act was obtained the company held a large amount of unappropriated shares, which they got into the market

The CHAIRMAN said that when the act was obtained the company held a large amount of unappropriated shares, which they got into the market when the shares were at 2*l*. premium. If they had commesced actions for unpaid calls at that time, all those shares would have remained on their hands.—Mr. Wandell added, that it was wrong to assume that the Grand Junction Company would not work the line. When that accusation was made he had written to Mr. Moss, and he had his assurance, which he read to the meeting, that it was intended to work it efficiently and profitably.

and profitably.

A PROPRIETOR asked if there was not a difference of opinion amongst the directors on this arrangement? Whether, if the shares were paid up, and the funds to complete the undertaking forthcoming, the directors would go on with spirit and throw the Grand Junction Company over-

would go on with spirit and throw the Grand Junction Company overboard?

The Chairman said, there was only one dissentient director, and he had not attended the meetings for the last eighteen months, and, consequently, had not seen all the difficulties of their position. He had expressed stronger opinions out of doors than he was warranted as a director though not as a proprietor. He had now withdrawn from the direction. With respect to throwing the Grand Junction overboard, that was a course it was perfectly competent for any proprietor to move and for the proprietary to adopt—but as a man of honour he could not be a party to any such a proposition. If that course was agreed upon, he would most cheerfully retire from the directory. Until last week he had not been made aware that the directors did not enjoy the full confidence of the proprietary and beneficial to Chester. The public stamped it with public approbation, for the immediate consequence was, that the shares rose in value, and a large proportion of the defaulters paid up their calls. Something, however, appeared to have since occurred to induce a certain portion of the directors to alter their opinions. The directors, however, as men of honour, were pledged to the arrangement. They had not made it without due consideration. He believed that it was the best that could have been made, both for the interests of the proprietors and for the interests of Chester. The arrangement, however, was not binding on the proprietors. Its principle was not sale but amalgamation. It would be at least five months before it would be irrevocably binding, for it would take that time to obtain the requisite enactment. If any thing should transpire within that time to show that the Grand Junction Company did not intend to act fairly by the line and the districts with which it was in econexion, then it would be competent for the proprietary to terminate the arrangement, and they could do so with honour.

not intend to act fairly by the line and the districts with which it was in connexion, then it would be competent for the proprietary to terminate the arrangement, and they could do so with honour.

Mr. Stunns said, the Liverpool gentlemen seemed to have a more sanguine view of the value of their property than he had himself. He stood there as a Chester and Crewe proprietor; and he did not like to be merely considered as a twin sister of the Chester and Birkenhead line. They had gone the pace with that company as far as they could. It was all very well for gentlemen who had a strong interest in other lines to lug these lines into the present discussion; but the real business of the meeting was solely the position and interests of the Chester and Crewe proprielines into the present discussion; but the real business of the meeting was solely the position and interests of the Chester and Crewe proprietors. He did not consider this arrangement as a sale of the railway, but as an equitable amalgamation; and the best criterion of value had been adopted—the price the shares bore in the stock market. He approved of the arrangement. All that he wanted was, that no misunderstanding might hereafter arise as to the terms.

The discussion was extended over some time longer, but without eliciting any new matter; and the original resolution was by consent of the mover, seconder, and directors, qualified according to the propositions of Mr. Brown and Mr. Stubbs, which then stood thus:

"That this meeting agree to the amalgamation of this company with the Grand Junction Railway Company, on the terms proposed in the circular sent to the shareholders, and now read, due security being obtained for the immediate completion of the Chester and Crewe line by the Grand Junction Company, should focused to effect the object; also a guarantee being obtained for the working of the line upon terms assequate to the wants of the city of Chester and neighbourhood."

The amendment stood thus:—

The amendment stood thus:—
"That the consideration of the question for amalgamating the Chester and Crewe
Railway with the Grand Junction Railway be postposed for one month; and that
the draft of the agreement proposed to be entered into be then submitted to the

Metring."

A division then took place, when the numbers were—For the adjournment, 21; for the original motion, 15.—Majority, 6.

Mr. Stunas then required the votes to be taken according to the Act of Parliament, and the proxies having been put in, votes stood thus:—
For the original motion—Present, 285; proxies, 922—1297. For the adjournment—Present, 338; proxies, 198—446.—Majority, 761.

A protest was immediately presented against the vote and arrangement, and since I we all the disamtion propriets present.

A protest was immediately present.
and signed by all the dissentient proprietary present.

A vote of thanks to the chairman, on the motion of Mr. Shaw Radcliffe, seconded by Mr. Joseph Johnson, both dissenticuts, was then passed unanimously, and acknowledged in feeling terms.

The proceedings accupied about three hours, and though the discussion m, yet it was free from personal asperity.-Abridged from the Chester Chroniele.

MANCHESTER AND LEEDS RAILWAY.

A special general meeting of the shareholders in this company was held on Thursday, the 10th inst., at the company's offices, Hant's Bank.

Hanny Houldawourn, Esq., in the chair.

The Charmman stated, that the object of the meeting was to consider

the propriety of availing themselves of the power in their new Act to ber, row the further sum of 216,000£, which they were now entitled to do one-half of the capital of the company having been paid up. A large proportion of the money they wanted had been offered them on reseonable terms, which was one reason for horrowing; but independent of that they were obliged to raise more money, as the works were proceeding more ra-Act allowed. The works were going on very favourably. Many of the bridges were completed, so far as the arches were concerned, and the others were all of them so far advanced that the piers were above the surface of the water, except four of the piers at one bridge. Of the summit tunnel, according to the engineer's last report, there had been 146 yards completed in the previous month, being a considerable increase over the month preceding. In every respect the works were going on very favourably. There was no reason to fear that the expense would be greater than the shareholders were already apprised of, and there was every reason to believe that the work would be completed in less time.

Mr. JOHN BROWN moved a resolution, authorising the directors to borrow the sum of 216,000L, which was seconded and carried unanimously.

The Chairman said, the receipts from traffic for the last week had been 868L, and they had gone on increasing every week with the exception of one.

been 8681., and they had gone on increasing every week with the exception of one.

Captain Laws, said, it ought to be known that at the present moment, the duty per mile on their line considerably exceeded that of the Manchester and Liverpool Railway. They carried more passengers for their thirteen miles than that company did for their thirty-one.—Mr. Jullicorns said, the number of passengers was 2300 a day and upwards.—The Chairman said, in making the comparison between the Manchester and Liverpool Railway and their own, in reference to the number of passengers, the shareholders would be aware that they had a low class of fares, which induced a great number to travel on their line, and who, of coulse, increased the duty paid. But travelling at a cheap rate yielded a higher profit than travelling by the first-class carriages. The reason was, there was so much less dead weight connected with the third-class carriages, and the carriages themselves weighed so much less.—Mr. Baown, said, that was a statement which the public would not believe at present.—The Chairman said be was certain his statement was correct, from calculations he had made. Taking a first-class carriage, and a third-class carriage, and assuming that they were each two parts full, he found that the latter yielded a higher profit per ton per mile than the first-class, the one being about \$\frac{3}{2}\$ and the other \$7\frac{3}{2}\$ after the duty was deducted.—After a few remarks from several other gentlemen, a vote of thanks to the chairman was passed, and the meeting separated.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY. A special general meeting of the proprietors of the above company was held at the offices, 19, Billiter-street, on Thursday, the 10th inst. GROUGE BIGGS, Eq., in the chair. The SECRETARY having read the advertisement convening the meeting the following report of the directors was then read:—

the following report of the directors was then read:

REPORT.

At the special general meeting beld on the 19th ult., the directors had the painful duty of stating in their report, that the adventure in the South Polgooth Mice had failed, and that they could not recommend any further outlay in prosecuting the works under the unfavourable auspices which then existed. At that meeting the following resolution was unanimously adopted:

"That from the late unfavourable reports from the mine, confirmed by that of the directors read at this meeting, the company he dissolved."

The directors now respectfully request the consideration of the present meeting to the expediency of confirming the above resolution.

The materials in the mine below the adit have been drawn to surface, the engine has been stopped, and every exertion has been made to reduce the expenditure to the lowest possible amount.

A statement of the receipts and disbursements of the company, from the element of the present time, will be hish before the meeting, also the lisabilities and assets, as near as they can be computed.

The statement of accounts having been read, some short discussion ensued, when it was moved by W. Hackelock, Esq., seconded by G. Pyr, Esq., and carried unanimously—" That the report and accounts be received and adopted."

Moved by G. Pvs. Esq., seconded by J. Bonnow, Esq., and carried unanimously—" That the resolution of the special general meeting of the 12th ult., recommending the abandonment of the mine, be hereby con-

firmed."

Thanks were then voted to the auditors and to the directors for their zealous and gratuitous attention to the affairs of the company; and G. Pye and W. Hackblock, Esqs., having been chosen auditors (the latter in the room of R. Wonnersley, Esq.), thanks were voted to the chairman, and the meeting separated.

BANK OF MANCHESTER.

The tenth general annual meeting of the shareholders in this establishment was held at the York Hotel, Manchester, on Wednesday, the 9th inst. The attendance was rather numerous.

John Brown, Esq., in the chair.

After the usual preliminaries had been gone through, Mr. Edmund Burderskin (head manager of the bank) read the following

REPORT.

The business of the bank for the year ending 30th June last, has produced the

a revision thereof as will place the standard of value upon a more certain and uniform basis.

Hitherto the directors of this bank, in their reports to the proprietors, have avoided any silution to the principle on which the Bank of flogiand has usually acted, but the resolution recently adopted by that company, and now in operation, of reflasing to discount any bills drawn or endorsed by private and joint stock banks of issue, is one of such an extraordinary observator, that the directors cannot allow it to pass without observation.

This decision, on the part of the Bank of England, must create great dissatisfaction in a powerful and influential body throughout the kingsions, and, as it involves impretant consequences to the commercial community, it will require much circumspection on the part of those whom interests are at stake, in the adoption of any measures which may be considered necessary to construct its effects.

The directors of this bank are not prepared or disposed to compromise or surrender any of those great and independent principles upon which it has been conducted for so many years, and the proprietors may conside in their employing a hatered confidence on the limits of England from operating in juritously to this institution.

The position of this bank hoth as regards the security of its transactions and its powers of usefulness, is solid and satisfactory; and the directors hope, that, in times as eventful as the present, this will be considered by the proprietors as matter for mutual congratulation.

The directors who return by rotation are Meany. Thomas Rae, James M'Laren,

times so eventral as the process, this will be considered by the propressors as matter for multisal congratulation.

The directors who retire by rotation are Mesars. Thomas Ras, James M'Laren, and Edmund Buriskin; and, these gentlemen being slighle, the board lave decided to recommend their re-election.

Mr. A. Haway moved the adoption of the report; and, in doing so, severely ceasured the steps taken by the Hank of England. He had no doubt this course had been dictated by a wish to save itself from the crisis which was 6th to be autoracking, and which was 6th to be autoracking, and which wash most likely result in which was felt to be approaching, and which would most likely result the stoppage of payment by the bank.

A SHAREHOLDER wished to be informed what was the amount of as-

certained loss on the year's business, stated to have been deducted from e above amount of profit ?-The CHAIRMAN thought this was a question

which he was not justified in answering.

The SHARRHOLDER said, he considered that he had as much right as any of the directors, his property being equally at stake, to know had been the amount of loss. Unless this were stated, the shareho had been the amount of loas. could have no idea how they were going on. Late experience of joint-stock banking in Manchester, as shown in the Northern and Central, the District, and the Imperial Bank, warranted them in distrusting these go-

odical statements of profit and regular dividends. The report was unanimously adopted.

Mr. J. S. Sykll, in moving the re-election of the retiring directors, wished to sak the chairman if there was any truth in the current report that a deputation had been sent from the bank to propitiate the limb of England on the subject of discounting their paper.

Mr. J. B. Surray (one of the private managers) was happy to have this opportunity of pointedly contradicting the report referred to. There satation, but he understood a deputation had been sent from the Bank of Liverpool, and the question was to be brought be- shareholders only, when the claimants admitted that the original shareholders

fore the court of directors on the following day. This, however, had been done without any interference on the part of the Bank of Manchester. Thanks were voted to the directors and to the chairman, and the meeting then separated.

IMPERIAL BANK OF ENGLAND.

An adjourned meeting of the claimants on this unfortunste concern took place in the large room of the Clarence Hotel, Spring-gardens, Manchester, on Wednesday, the 9th inst.

A. WALLER, Esq., in the chair.

Mr. Phillips (accountant) produced a statement of the assets and liabilities, of which the following is a summary:—

Accounts owing at Manchester and the branches. Amount owing on deposit receipts Circulation of notes Letters of credit Drafts on Prescott and Co. dishonoured Owing to Prescott's and other banks Liabilities on bills of exchange in the hands of said parties	25,814 23,940 2,117 5,178 10,870	8 8		
	4242,436	1		
Estimated value of debts owing at Manchester and the branches. Bills of exchange on hand, not die. Cash in hand at Manchester and the branches. Past due, bills in hand Bills lodged with Prescott's and other banks as collateral security. Value of premises, and other items. Amount estimated to be realised by over-due bills.	6,003 9,921 30,152 27,919 7,436	12 17 13	1	
Leaving a deficiency of	185,000 57,365			
	£242,456	L		

The CHAIRMAN entered into some statements to show that the amount of the deficiency might probably be reduced to 22,669.

On the motion of Mr. KAV, the meeting was adjourned to Monday, to give the professional gentlemen engaged on behalf of the creditors an opportunity of consulting on the best course to be adopted, to prevent the frittering away of the assets by the adoption of useless legal proceedings; also, to allow the directors to confer as to whether they would accede to any proposition which the creditors might make for taking the management into their own hands, and realising the assets of the bank.

also, to allow the directors to confer as to whether they would accede to any proposition which the creditors might make for taking the management into their own hands, and realising the assets of the bank.

The adjourned meeting of claimants was held on Monday, when, as before, there was a tolerably numerous attendance of claimants by themselves, as well as by professional gentlemen. The proceedings occupied from eleven o'clock to half-past three; and, as the greater part of these proceedings consisted of discussions having no satisfactory result, we shall not weary our readers with a detailed report of them.

Mr. A. KAY then called upon the chairman to state what had passed at the meeting of legal gentlemen on the preceding Thursday.

The Chasman said, three questions had been put to him by one of the professional gentlemen (and there were fourteen present) at the meeting referred to, one of which he had forgotten, but the others he would state. Me (the chairman) was asked whether he was willing to become a bankrupi; and he said he was not willing, nor would he become one till they forced him to it. The second question was—"Are you willing to assign over the whole of your property—your personal property, as well as your imperial Bank copartnership property—you personal property, so well as your imperial Bank copartnership property—you personal property, so well as your imperial Bank consuct then they would take every stock and stone he possessed; and that would be unfair, seeing that the whole of the original shareholders, and had not only broken faith with with the shareholders but the public. He tald the professional gentlemen that if they would fix upon a deputation from the claimants themselves, to have intercourse with the shareholders at large, with a controlling power, so far as they deemed it prudent to exercise it over the accounts, that was the only way; and if the original shareholders at large, with a controlling power, so far as they deemed it prudent to exercise it over the accounts, that was th

with nothing to fair occu upon.

opinion, the time would be gone past.

Mr. A. Kay moved, and seconded by Mr. E. Bennut, attorney—"That
Mr. Morris be requested to give a statement of the principal events of the
meeting of professional gentlemen on Thursday, and, the result arrived at."

—The motion having passed—

Mr. Monars (attorney) said that the first mode suggested of winding up
the affairs of the bank was, that the public officers of the company should
execute a judgment. After some discussion, that course was abandoned.

It was then proposed, that a deed of inspection should be prepared, in which
certain parties should be joined with the present directors, and such measures adopted as they, conjointly, considered most desirable for the general
interests of the excitions. After considered most desirable for the general
interests of the excitions. After considered most desirable for the general
interests of the excitions. After considered. All the modes were discussed,
and eventually abandoned, as being encompassed with so much difficulty as
to prevent the possibility of obtaining those results which the directors and
the excitions a faike sought. It was, therefore, concluded that the result of
this inquiry should be made known to this meeting; together with the result
of those applications that were then pending in the courts above to fix some
parties, by an extension of the judgments which had been obtained. The result of those applications was the dismissal of the rules to extend the judgments against such shareholders as had been used by the judgment-reditors;
not spon the merita of the case, but upon the ground that one judge at chambers had not a jurisdation. It was upon that hearing, admitted by the parties who advocated the application to extend the judgments, that the production
of an office copy of the registered list of shareholders, from the counsissioners
of stamps, was primed face evidence against those parties, as being shareholders.—Mr. Kay thought Mr. Morris should confine his

the bank.

Mr. A. Kay said he would now ask the chairman, whether he and his co-directors, and the parties acting with them, were prepared with any proposition to the creditors for liquidating the debts. At the meeting of professional men, no papers or documents, though inquired after by several individually were produced by the directors and their officers, beyond those which were in readinace for production at the general meeting of claimants on [Wednesday last; and he understood from Mr. Law that the amme feeling of duty as he fore operated on his mind, and would not permit him to produce those papers and documents, which he (Mr. Kay) for one considered indispensably necessary to enable the parties then meeting to arrive at a just conclusion.

Mr. Hyrchrock said, that the conclusion of the meeting of Thursday was, that there was nothing left but for the directors to conclider, in the character of debtors, what plan they would submit to this meeting; and he now asked the chairman whether they were prepared with any.

Mr. Law dealed that he had been asked on the Thursday for the further portion of the opinion of Mr. Wighteam, and each that, as to the only document asked for in his presence, he want to the bank, and laid three copies of it before the meeting.—A discussion arese as to whether Mr. Kay or Mr. Law was necreated in this matter, which we need not further notice.

The Chairman-having been presend by Mr. Kay, Mr. Hitchcock, and Mr. C. Philing, to say whether the directors had any specific proposition to mehmit to the meeting—said I was improssible for him or bis coileagues to make a direct proposition, for they sented not say how many of the shareholders were suilling to come forward. If they would liberate him, he wind give harehold and the thought it a head have held exceeded already in that the claimants should keep working at the directors and present hareholder only when the chairmants aboutly keet would liberate him the claimants aboutly keet would liberate him the chairmants when the chairmant a Mr. A. KAY said he would now ask the chairman, whether he and his so

were also liable. He could only say, that the present directors, and perhaps one or two others with them, would raise ten or twelve thousand pounds, but people were going into the Gazette or leaving the country, and therefore, unless law proceedings were suspended, and the creditors would take the affair into their own hands, it would be ruin to the present shareholders, and would recoil upon the shilling-men.

Lists of parties returned to the Stamp-office as shareholders in the bank were read. It appears, from the proceedings, that the names of some at least were returned on very insufficient grounds in the original list, dated the 16th Dec., 1836. In the last list given (dated lat April, 1839) the number of names, which in the original list was 657, had dwindled down to 132; the remainder heing, we presume, those of parties who are called the original or "shilling" shareholders.

A considerable time was occupied in discussion of a very personal nature, and also on the merits of the two plans—the Chancery plan and the trusteeship—the feeling of the meeting being obviously in favour of the latter. On the general character of the proceedings some observations will be found in another column.

ship—the feeling of the meeting being obviously in favour of the latter. On the general character of the proceedings some observations will be found in another column.

At a subsequent stage of the proceedings, Mr. Morris asked if the chairman considered the bank in a solvent state at the time it suspended its payments?—The Chairman said, so far as his knowledge went, the bank was not in a state of incolvency at the time it failed; he believed that, at that time, there was sufficient to pay every claim the public had against the bank; but the losses since sustained through bankrupteles and failures were very large; and he considered that a great proportion of the property belonging to the bank had been lost subsequent to its stoppage.

Mr. Morris said, they must take it for granted, on the chairman's statement, that the bank was solvent at the time it suspended payment. If it were not so, parties connected with it had incurred a great responsibility; for payments had subsequently been made out of the funds of the bank, to as amount, he understood, exceeding 30,000f., which funds could never now be made available to the general body of creditors.

It was ultimately moved by Mr. Morris—"That three (afterwards altered to six) gestlemen be selected from the body of creditors, to act jointly with the directors of the bank, under a trust-deed to be prepared for that purpose, to investigate the state of the bank, and its capability to pay its debts, and to report to the adjourned meeting of claimants, to be held that day three weeks "—(Nov. 4.)

At the suggestion of the Chairman, a clause was added to the resolution—"That this meeting recommends that legal proceedings be stayed until such report be received."

Mr. Morris also moved, as an addition—"That the present and future assets be placed under the control of those six gentlemen."

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Mr. Morris also moved, as an addition— that the present a

the Gazette the following day.

Mr. Carsawell moved the adjournment to that day three weeks, to ceive the report of the trustees. This being carried, it was asked if the trustees were to have Mr. Law's personal assistance?—Mr. Law said, he was obliged to go to London, but he should be here a fortnight of the three as obliged to go to London, but he seeks.—The meeting then adjourned.

WEEKLY RAILWAY TRAFFIC RETURNS.

LONDON	AND	BIRMI	NUHAM	RAILW	AT.
				A 2	

League of Line, 114 miles.)		
The gross amount for conveyance of passengers, parcels, carriages, horses, and mails, for the week ending the 12th October	10 14 15	10
Total		6

GREAT WESTERN RAILWAY.

				Car	rriage			Cattle		1	Passenge			nou	
Thursday, O	etober	10	**	 	39		 	9	**	 	1000	 	£ 336	16	8
Friday	**	11													
Saturday	**	19								 	3374	 8.6	4.30	9	5
Sunday	**	1.15							**	 	25424	 	390		10
Monday	4.0	1.4										 	409	10	6
Tuesday	**	1.6			-	44								16	2
Wednesday	**	10							8.0				388	12	4
					es Disc			880					-		_
					27.8			62			10,1174	d	2655		0
		****		 		100	 	80 m 91 60							

[Longth of Line opened, 10) miles.]

Conveyance of three mails	
Total	
EASTERN COUR	NTIES RAILWAY.
	nst
Total passeng	rers 116,390
ONDON AND GREENWICH.	LONDON AND CROYDON.
[Longth of Line, 2] miles.]	[Longth of Line, 10] miles.]
r, October 11 £120 ? 10	Friday, October 11 # 71 6 42
rday 19 111 9 6	
my 18 230 17 5	Sunday . 18 10s 0 10

Total field a o NEWCASTLE AND CARLISLE BAILWAY

#620 S 4

	4 - 20 - 11 - 0 - 0 - 0 - 0 - 0 - 0 - 0 - 0 -	an intime and commen	Aims Antendarian Co.	
Comparative	statement of the	weekly revenue	of the railway for	or September, 1838

		10	AF ISSE.				1		Yes	AF INCOM.			
Week	ending	Rept	. 1	£1,583	- 16		Week	ending	Aug	. 61	£1,813	12	-
		**	Same	1,411	2	2		**		THEFT		16	1
		86	18	1,439	7	11		88	**	14	1,458		
	15	88	22	1,878	1.5	a		2.6	**	21			
			28		10	6		**	**	28	1,819	18	11
				#7,594	1.8	7					#9,0x2	16	3
	Year	1433								£9,037	6 3		
	Year	IKSM	15 4171			111	127771	4==>==+		7,394	1× 7		
		30	erease o	n the w	260	1.439				#1.61W	0.4		

PUBLIC COMPANIES.

MESTINGS.

Agricultural and Com. Bank of Ireland 43, Fleet street, Bublin Oct.	Steen St.
Wherey Mining Company On the Mine, Cornwall	21 12.
St. Hilary Copper Mining Company, 15, Great St. Heleu's	2212.
South British Cotton Company Office	22 12.
Gitabe Insurance Company Office, Curnhill	24 1.
Surveyor a tras Chenpany	2412.
Cheitenham & Gt. Western Railway Co. Plough Hosel, Cheitenham	25 1.
Trotal Mising Company George and Vulture	26 I.
Tregolian Mining Company George and Vulture	24 1.
Great North of England Railway Darlington	
Nathenal Patent Sait Company 20, King's Arms-yard	14
United General Gas Light Company 6, Austin Stars	29 1.
Come Eduted Copper Mines of Cobre . N. Austla friara	19 12.
London Circo Exchange Mark lane	311.
Equitable Can Light Company 21, John street, Adelphi	51 I.
Crund Union Canal	4 12
Agricul & Commercial Bank of Ireland . Office, Fleet street, Bublin	4 12.
Margate and Lundon Stram packet (b. lown hall, Margate	A 10.
Gas Light and Cohe Company Crown and Anchor + +	7 . 11.

	CALLS	
Wheal I limbeth Mine	ice Oct.	21 London & Westminster Bank
Hartor Granite Company	12	21 Courts and Co.
Bretish & ver Lead Mining Co	A	24 Cisevie and Cis.
Long Lake Load Mine	Ing Nur.	
South Australian Company	284	I Ladbrokes and Ca.
Conclusionation of N. Borress Mines.	100	2. As frexure ralls.
Batcher and Excise Railway	104,	6 Cityte, Statistax, and Co.
Person Mining Company	Discourse	22 Vere, Saptr, and Co.
Cambrian Iron and Speller		I. London Joint Strek Bank.
Darbam County Coal Company .	266	26 Williams Darlington District.
Fue Preventive Works		28. Laudon Joint Stock Bank.
Rhymney from Company	M F.	13 ?, Laurence Frentney-hill.

TO THE MINING INTEREST.—The following RESOLU-

TIONS having been agreed to by numerous friends and supporters of the "MINING JOURNAL" are submitted to the mining community at large, with the view of extending the objects beyond the limits of a private subscription:—
Resolved,—That the "Mining Journal," being devoted to the advocacy and advancement of the mining interests, and to the dissemination of knowledge connected with the several branches of science appertations to the working of mines, as also recording the operations and proceedings of public companies generally, is a publication highly described the support and encouragement of the public.
Resolved,—That the thanks of the mining community, and all those embarked in legitimate mining porsults, are emisently due to Mr. Ewolism, for the spirit and enterprise manifested by him during the past fear years in the establishment and carrying on of that publication, as affording protection to the interest of the miner and mine adventurer.

Resolved,—That Mr. Ewolism, in the exposition of abuses, and more particularly in the late action brought by Mr. W. M. Tuosian (in which the plaintiff obtained one farthing damages), having subjected himself to proceedings at law, which have been attended with heavy expenses, however favourable may have been the issue, it is proper that he should be held harmless from any pecualary ions arising from the conscientions performance of his duties, and from which the mining interest has derived so much benefit.

Resolved,—That, with the view of effecting this object, a substantian in the conscientions performance of his duties, and from which the mining interest has derived so much benefit.

has derived so much benefit.

Resolved,—That, with the view of effecting this object, a subscription be immediately opened; and that communications be entered into with parties laterested in mining pursuits generally, requesting their es-operation.

Resolved,—That the names of subscribers be requested to be transmitted to the office of Messra. Asrow and Wallis, 2, New Broad-street, City; and that a weeking be held on an early day, for determining what sum out of the amount so subscribed shall be appropriated to the purpose of presenting to Mr. Excutsin a lasting teatimony of the approbation of the subscribers, of the line of conduct which he has uniformly pursued in conducting the "Mining Jouanal."

Resolved,—That notices of such meeting be transmitted to every subscriber at least ten days before holding the same; and that, in the interim, lists be published of the subscriptions received.—London, September 4, 1832.

The subscriptions already advertised amount to £262 2s. 6d. The additional list will be published next week.

WANTED.—A RESPECTABLE MANAGING CAPTAIN,

who theroughly understands Practical Mining, and perfectly capable of undertaking the management of a new and productive mine, in the vicinity of Bodmin, in Cornwall. He will be required to furnish the most unexceptionable testimonials as to ability and integrity. Applications to be made, if by letter postpaid, to the secretary of the Tretoil Mining Company, s, St. Mildred's-court, Poultry, London. TO THE HIGH SHERIFF OF THE COUNTY OF CORNWALL

WE, the undersigned FREEHOLDERS, INHABITANTS, E, the undersigned FREEHOLDERS, INHABITANTS, and others interested in the county of Cernwail, hereby request you to CONVENE a COUNTY MEETING, for taking into consideration the expedency of applying to Parliament for the purpose of obtaining a RAILWAY THROUGH the COUNTY, and for considering the measures proper to be taken for that object. Falmouth, Oct. 9. JOHN ELLIS, Mayor of Falmouth, Chairman. [Signed by 185 requisitionists, including the Members for the County.] In compliance with the above Requisition, I appoint TUESDAY, the 29th inst., for holding a COUNTY MEETING, at the SHIRE HALL, RODMIN, at Twelve o'clock.

D. PETER HOBLYN, Sheriff.

ciock. Colquite, October 16.

MINE MATERIALS. — UNITED MINES, GWENNAP.
TENDERS will be RECEIVED until Twelve o'clock on Saturday, the 2 instant, for supplying these Mines with the following

MATERIALS.

800 Dozen Candles, and 4 Casks Tallow.
7 Hides Best Bend Leather, to weigh from 65 lbs. to 70 lbs. each.
12 Hides of Boffalo Leather, rounded.

Tons Common Iron.

Tons Boiler Plates, and I ton of §-inch Rivet Iron.

Pathoms 3-inch Flat Rope.

100 Pathoms 3-inch Plat Rope.

4 Cwt. Hemp,
4 Dozen Brass Wire Sieves, and 2 dozen Iron Wire do.
Also, the supply of lime against the end of June next, at so much per ton.
They must, be of the best quality, and delivered on the Mines, free of all expenses, before the end of December next, except the lime.

If the quality of any article is disapproved of, the nerson supplying it will have notice accordingly, and will be required to replace it with another of good quality, within one week from the date of such notice. In default of which he will not be said for such article, and will be liable to any additional expense that may be insurred in replacing it by purchase from any other party.

Tenders to be addressed to me, free of postage, and marked "Tender" on the cover.

October 16.

United Mines, Gwennap, October 16.

ROYAL POLBEROU CONSOLS.—TENDERS will be RE

Crived Mines, Gwennap, Consols.—TENDERS will be REsupply of the undermentioned articles in
\$\text{Sp}\$ DOZEN OF CANDLES.

13 GWT. OF TALLOW

30 DOZEN OF PICK HILTS.

2 DITTO WHITE GROUND LEAD.

6 DIFTO 2s. NAILS.

4 DITTO SIX INCH SPIKES.

2 DITTO NINE.INCH SPIKES.

3 HIDES OF BEND LEATHER not less than 76 lbs. in a Hide.

The party whose tender may be accepted for the Candles, will be required to deliver them weekly in such quantities as may be determined on by the agents. All
the other articles to be delivered free of expense, on or before the 36th inst. Should
any of the above mentioned articles not meet the approbation of the agents, the
parties supplying them will be compelled to remove the same, and required to replace them with articles that may give satisfaction. If any additional expense be
incurred in obtaining supplies elsewhere, through the inferior quantity of the articles,
such expense to be paid by the tenderer.

All Tenders to be forwarded to me [free of expense] before Twelve o'clock of the
above-named day.

Bated St. Agues, October 16.

Receiver and Manager.

NOTICES TO CORRESPONDENTS.

We observe with regret that our obligation to the Alberssum, for the report of the late meeting of the licitish Association, was not duly acknowledged. The omission arose from inadvertence only, and it will be found, on reference to our columns, that we have ever been willing to make ample acknowledgment for the valuable matter we have from time to time transferred from the pages of our talented and respected contemporary.

We shall be at all times happy to hear from our correspondent, "T. H. L." particularly on the subject of the use of Anthracite coal as fuel. The importance we attach to the subject is evident from the amounteement, in another part of our Journal, of a premium to be awarded for the best paper on the subject, to appear to the Mayor a Review.

attach to the subject is evident from the announcement, in another part of our Journal, of a premium to be awarded for the best paper on the subject, to appear in the Mining Review.

The letter of our correspondent, on the "Swiss Asphalte Company," was mislaid, or it should have appeared. We will endea our to find space in our next.

The letter of M. A. Goldsmid we believe to be a foolish attempt at "a hoax," and have treated it accordingly.

We have to request of our correspondents, more especially the "annowme," that, till the close of the present year, they will pay the postage of their letters. It is but a short period, and we will pardon them afterwards.

THE "MINING REVIEW."

If having been determined to after premiums for ORIGINAL PAPERS on the several subjects treated on in the Minixo Raview, to appear in that publication, we have to announce that a premium of Ten Guinhan will be presented to the author of the most approved paper.

ON IRON.

Aistorically, chemically, and metallurgically considered, as well as in the economical manipulation or smelting of the area, and the general application, with the computative results arising from the processes abserved in the various districts of Kingland, Scotland, and Water—stating the quantile and nature of materials such, the respective modes of extraction, the various shellow provided, and the counts attendant thereon. The seneral farms of bursace, application of the such and the various found of materials such the special materials when the quantities nood, being defined. To appear on the 1st January neal. Those papears which are not approximated with the returned to the respective methors; the property of that altinating the promium being vested in the proprietor of the Mixix Jouanax. All papears is should be furnished and later than the 1st December neal. Such papears as may require illustrations must be accompanied by drawings. premium of Five Guineas will be presented for the most app

ON THE USE AND APPLICATION OF ANTHRACITE OR STONE COAL.

THE MINING JOURNAL, Mailman and Commercial Gairne.

LONDON, OCTOBER 19, 1839.

While the progress of railways tends most powerfully to promote the general traffic of the country, and to give a fresh impetus to that constant internal circulation of passengers and merchandise upon which our national prosperity so greatly depends, the local beneats arising from their construction, are often so prominent as to arrest the attention of the most casual observer. This is more particularly the case in our mineral districts, the natural wealth of which is often of little or no value, hardly, indeed, worth seeking for, unless combined with great facilities of transport, either by natural or artificial means. The rich coal district of Northumberland and Durham furnishes a striking example of the value of railways to a mineral country, and of the advantage which will progress shall have been completed through them. Till within the last few years the Tyne and the Wear formed the only outlets to the great northern coal-field, the mineral property immediately adjoining these rivers was therefore of immense value, and extensively worked, while the southern and inland portions of the district were comparatively valueless, although equally rich in mineral produce.

The last twenty years has, however, wrought an amazing change in this district, through the agency of railways, and the works there constructed have been the means of first proving the efficacy of this new mode of conveyance, of directing attention to its improvement, and finally of causing its general introduction throughout the whole country. The "Stockton and Darlington Railway" may be looked upon as the great prototype of Euglish railways, and in Mr. Day's work now before us, we see the quantity of coal from this before inaccessible district, which passed over this line last year, stated at upwards of half a million tons, while the intercourse of passengers is now augmented to upwards of eighty times the extent to which it was carried on prior to the formation of the railway, although there are good turnpike-roads running parallel to its direction. The success of the "Stockton and Darlington Railway" has led to the construction of other great works, with a view of still further throwing open the interior of the Durham coal-field, among which we need only name the "Clarence," the "Stanhope and Tyne," and the "Hartlepool Railway." The effect of these works on the inland mineral district which they traverse has been vast, since at the present time we believe that not less than twelve hundred thousand tons of coal are annually exported from the Tees-a quantity exceeding the whole shipment from the Wear, and amounting to about half that from the Tyne. This vast exportation is from an inland district, the produce of which might have still lain dormant, had it not been called into beneficial activity, had it not, in fact, for all useful purposes, been created by the agency of railways.

What the above railways have effected for the Durham coalfield, the " North Midland" and other railways are now about to accomplish for that of Yorkshire and Derbyshire; and we are pleased to see that steps are at present being taken with a view to further this important object. The coal-field of Yorkshire, Nottingham, and Derby is well known to be one of the most extensive and valuable in the kingdom, stretching through the above counties for a distance of sixty or seventy miles. It is upon this coal-field that the manufacturing greatness of Yorkshire is built, and as a proof of the opulence it confers, we need only observe, that the flourishing towns of Nottingham, Derby, Chesterfield, Sheffield, Wakefield, Leeds, Bradford, Halifax, and Barnsley, with many others, are included within its limits. Yet, in one respect, this mineral district labours under great disadvantages, it is, of all our great coal-fields, the most inland, and the worst provided either with natural outlets for its produce, or with the means of internal transport from place to place. Great as its value at present is, it will, therefore, be much increased, when, by the progress of railway construction, these desirable facilities are afforded. Portions of it, now of little value, will then become of great interest, and will be extensively worked, to the great benefit of the adjoining

country.

The "North Midland Railway," now verging towards completion, and which will, we are informed, be opened to the public by the middle of the ensuing year, has the advantage of traversing this extensive mineral field through its entire length. It thus not only opens a communication between the midland and southern districts of England, and the populous seats of manufacture in the north, but promises to throw open and increase in value one of our largest and most valuable coal-fields; and as a specimen of the effects it may be expected to produce, we need only advert to measures which are now in contemplation for opening new works adjoining the line near Chesterfield. It appears from the prospectus now before us, that valuable beds of the coal known as the "black shale coal," and also beds of ironstone, are known to exist under Whittington Moor, about a mile and a half from Chesterfield, near the line of the " North Midland Railway," but for want of facilities of transport, neither have yet been available for working. It is stated that " the situation both for collieries and iron furnaces, have, from a want of either water or railway conveyance, north or south, been completely locked up; but from the opening of the lines of railway to Birmingham, and the south and west, and also to Sheffield and other places northward, the extent and quality of this coal-field cannot prove otherwise than a valuable investment to the capitalist, and promote the interests of the manufacturers of Ricmingham and Sheffield, as well as other places." Stimulated by the prospects of advantage now opening to the district from the approaching completion of the " North Midland Railway," and the communication opened with Birmingham by the Derby line, it is, we observe, proposed to form a company for the purpose of opening collieries and erecting iron works, and, if well conducted, the project is one which can hardly fail to be successful.

It is stated by the promoters of the undertaking, and we have reason to believe correctly, that " there cannot be a question that (upon the opening of the two lines of railway to Birmingham and other places southward, and to Sheffield and other places northward), from the peculiar properties of the coal and coke, so essential to the manufacturer, and from the price of those articles, and easy transit by railways, the colliery may be worked to an extent beyond any present calculation, and the supply certain for a great length of time, perhaps for centuries." From our general knowledge of the country, we are induced to believe that these anticipations are well founded, and it affords us pleasure to notice a mineral undertaking founded on so legitimate a basis, and arising out of the progressive extension of the railway system, which has elsewhere, as we have repeatedly shown, been productive of such beneficial effects.

We insert this week the letters of two Correspondents, relating to the purchases of ores, the one complaining of the ert and mystery observed by the Smelting Companies, the other sensibly aparise to our more inland mining tracts, when the railways now in pealing to the miner to protect himself. The remarks of our CorIris

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respondent on " the formation of a copper or smelting company, composed of persons interested in working British mines," are well deserving of notice, and the interest which has been manifested since the appearance of our first observations on this subject, afford strong evidence of the importance attached to the subject, but without active measures be adopted by those who suffer from the present system, advice or suggestions are of no avail. It will be seen that our Correspondent, "Miner"," fully concurs in the views we put forward, and we are pleased to find it stated, that " the feeling in favour of the measure is very strong in Ireland, where, doubtless, a large interest would be taken by the proprietors of Irish mines, one party having expressed his intention of subscribing 10,000% to the undertaking." This is as it should be; we are glad to see such a spirit abroad, and trust that the adventurers in English mines will be equally ready with their capital to embark en an undertaking which will ensure to them a fair price for their ore, at the same time that a return is made for the protective capital so invested.

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We have, on former occasions, noted several matters connected with the present system, and we believe so strongly impressed is the mining interest with the importance of the subject, which is weekly propounded by the reports of the "ticketting paper," that it requires, on our part, but little force of argument to point out the propriety, nay, the necessity, of immediate remedial measures. It remains alone with the miner to determine whether he will still subject himself to the loss and injury inflicted on the industrious and adventurous portion of the community, while the capitalist revels in the profits exacted from his labours, arising from the natural effects attendant on monopoly.

Communication by railways is yet so recent, that there is much difficulty in determining the exact amount of fares which ought properly to be charged to each class of passengers, or that which would bring in the greatest net revenue to the proprietors. Although some recent experiments have given results rather in fayour of high charges, we are much disposed to believe that such conclusions are fallacious, and will be contradicted by further experience on this head. The actual cost of conveying passengers on railways is so extremely small, that we feel convinced the largest revenue will be obtained from such moderate fares as will induce the greatest number of persons to make use of this mode of conveyance, and that low rates of charge will be far more advantageous to the proprietors, in the end, than high ones. In the report of the Parliamentary Committee on Railways, lately given in our Journal, cases were quoted, in " which the revenue had been increased by raising the fares, and diminishing the number of passengers," and the "injurious effect of the railway system upon the poorer class of passengers," was a good deal dwelt upon in consequence. It has ever been our conviction, that the true interests of the railway proprietor coincide, in reality, so nearly with those of the public, that time and experience were alone wanting to reconcile them, we did not, therefore, share either in this, or some other respects, in the apprehensions expressed by the Parliamentary Committee, believing, in fact, that in the end they would be found without foundation.

The proper adjustment of the fares, is one of the most difficult, and we might almost say, the most important duties of the directory of every railway in active operation, as, upon this point, both the successful working of the enterprise, and the benefit it confers upon the public, must very materially depend. There is probably little danger of the fares being fixed too low in the first instance, but it never can be to the true interest of a company to rate them too high-in fact, to drive traffic off a line, instead of bringing it on. It is also a very hazardous experiment, capriciously to alter established fares, and it has been well shown by a contemporary, that, in the case of the " Leeds and Selby " line, the company has been playing a losing game in making such alterations.

The first raising of the fares certainly did produce a higher revenue, the second failed entirely, and produced a loss, but the most remarkable and instructive part of the business is, that the third change, or lowering the fares again, did not bring back either the former traffic or the former returns-a fact which cannot be too prominently known. It is natural to shrink from a public retraction of an error, and Mr. Gorr, the chairman of the company, is disposed to attribute the failure to " a change in the habits of the people." We have seen much of the babits of our countrymen, in almost every district in the kingdom, and have certainly observed little indication of the changeableness here assumed. We are much rather disposed to place reliance in the shrewd reasoning of our contemporary, who " suspects that it was a change in the confidence of the people, in the stability of the company's measures, which induced them to adhere to the conveyances they have, rather than trust themselves to so capricious a management. Perhaps, also, the locomotive propensities of the population had received a check, from which it will take them some time to recover.

As confirming our own views on the subject in question, we have much pleasure in quoting, from the remarks of the chairman of the "Manchester and Leeds Railway," at a late meeting of the company, reported in another part of our columns. It was stated by this gentleman, that " travelling at a cheap rate yielded a higher profit than travelling by the first-class carriages, the reason being, there was so much less dead weight connected with the third-class carriages, and the carriages themselves weighed so much less." This statement, it will be seen, was controverted, but was not shaken or disproved, by the observations made upon it, while, as emanating from an individual so conversant with the company's affairs as the chairman, it is certainly entitled to some weight.

Amidst the general prosperity of Joint-Stock Banks, we regret to find that some few exceptions occur, although the smallness of the number & almost surprising, when we consider how numerous these establishments are, and the trying ordeal to which they have. within the last few years, been exposed. In another part of our columns will be found a report of the late meeting of the "Imperial Bank," at Manchester-perhaps the most complete and melancholy failure which has occurred in the annals of Joint-Stock

Banking. It is evident to us, that either vices of principle, or faults of management of the grossest kind-perhaps, indeed, both these causes together-must have concurred to bring the bank into its present ruinous and insolvent state. Excepting, however, as a warning to other Joint-Stock Banks, any inquiry into these preliminary sources of misfortune must now be vain, and it is far more to the purpose, to see in what manner the affairs of the company can be most satisfactorily wound up.

Legal proceedings will produce little else than individual embarrassment, delay, and disappointment; concibation and compromise on the part of the claimants appears to us to be the most politic plan-and we trust the whole body of shareholders will come forward and honourably bear their proportion of the burdens with which the concern is weighed down. Morally, if not legally, the whole are responsible, and, as men of honour, ought not to shrink from that responsibility, or allow others to be crushed by it. We are glad, however, to turn from this most unsatisfactory affair to the meeting of the " Bank of Manchester," also reported in our columns, in which the proceedings were of the most satisfactory character; the two last half-yearly dividends, amounting to 55,577L, or 71 per cent. per annum on the capital of the company.

We have elsewhere given a pretty full account of the late meeting of the "Chester and Crewe Railway Company," the proceedings of which, it will be seen, were of an unusually interesting character, as referring to those decisive steps which must now be taken to preserve the existence of the concern. We have not space here to enlarge upon the position of the company, or the proceedinge of the meeting, we shall only observe, therefore, that the arrangement proposed by the directors, appears to us under all circumstances the most judicious which could be effected, and, we regret to find that such strenuous opposition was offered to it by ome of the proprietors present. The completion of this railway is evidently a point of vital importance to the city of Chester; but it is also evident, from the statements laid before the meeting by Mr. WARDELL, the deputy-chairman, that in the hands of the present company, and with their present means, it never will be completed, in which case the value of the shares must be merely nominal. If by the proposed arrangement with the "Grand Junction Company," the works are completed, and the line effectually worked, the advantages both to Chester and the proprietors will be great. We are glad to find that the sense of the proprietors was in favour of the proposition. Instead of giving up an anticipated dividend of 134 per cent., for one of 6 or 7, we should rather say, that by this arrangement the proprietors will be receiving 6 or 7 per cent. on the value of their shares, instead of either nothing at all, or an amount closely bordering upon it.

It gives us much pleasure to observe that a public meeting, of high respectability, has been held in Cornwall, to promote carrying a line of railway through that county. The report of this meeting will be found in another column, and we need not here enter at length upon the subject, having, in a late Number, given full consideration to it, expressing ourselves strongly in its favour. It is also satisfactory to find, from the advertisement, which will be found in another place, that a county meeting is to be held on the 29th inst.; the requisition for convening which is signed by the county members, and most of the influential parties in Cornwall, embracing the mining, mercantile, and landed interests. With so forcible an array of names, we cannot doubt but that success will attend their exertions, and we shall hail with satisfaction the commencement of an undertaking which will reflect so much credit on those who are disposed to embark their capital, rather with a desire to advance the interests of the county than the expectation of profitable results, however the latter may be contemplated by those most sanguine as to the ultimate success of the undertaking.

CITY, FRIDAY EVENING.

Consols for money closed at 90½ ½, and for the account 90½ ½. The Three-and-a-Half per Cent. Reduced Annuities 96½, and the New Three-and-a-Half per Cents 98½ ½. Bank Stock 179 178 money, and 180½ for November account. India Stock for time 216½. Exchequer Bills of the highest class 2 4 dia.; those of the second class 2 dis. par; the

smallest 2 4.

Spanish Bonds, with the May Coupons, 101 \$; Passive 7\$ \$; and Deferred 24\$ \$\$. Portuguese New Five Cents 35\$ 36, and the Three per Cent. ditto 14\$ \$\$. Brazilian Bonds 72\$; Chilian 38\$; Colombian 32\$ \$\$\$\$; and Mestican Six per Cents 31\$ 32. Dutch Stock 52\$ 53; Old Fives 100\$; New Loan 97\$ \$\$\$\$\$. Brighton Railway Shares 16\$ 17 pm.; Blackwall 13\$; Birmingham 50 51 pm.—British North American Bank 1\$\$\$\$\$\$\$\$\$\$\$ dis.

LATEST INTELLIGENCE.

LATEST INTELLIGENCE.

Reduction, Oct. 17.—Average standard, 1914. 7s. 9d.—Average produce, 8§.—Ascrage price, 5t. 19s. 6d.—Quantity of ore, 1696.—Quantity of fine copper, 150 tons 14 cwt.—Amount of money, 10,561t. 15s.—Average standard of last sale, 106t. 2s.—Produce, 7§.

City, Twelve o'Clock.—Consols, Money, 90 §; Account, 90§; New 3§ per Cents., 98§; Three per Cents Reduced, 89§ §; New 3§ per Cents., 98§; Three per Cents Reduced, 89§ §; New 3§ per Cents. 264 6; Exchequer Bills, 4 2 dis.—Railways:—Birmingham and Derby, 16 14 dis.; Blackwall, 29 § dis.; Bristol., 13§ 13 dis.; Bristol and Exeter, 26 24 dis.; Eastern Counties, 10§ 9§ dis.; Greenwich, 13§ 14§ per share; Great Western, 5 4 dis.; Gloucester and Birmingham, 28 26 dis.; London and Birmingham, 26 coster and Birmingham, 27 coster and Birmingham, 28 26 dis.; London and Birmingham, 10 8 dis.; Manchester and Leeds, 7 9 pm.; North Midland, 4 3 dis.; South-Western, 39§ 40§ per share; York and North Midland, 7 9 pm.—London and Westminster Bank, 1§ § pm.; London Joint Stock Bank, 1§ 2 pm.

and Westminster Bank, 11 2 pm.: London Joint Stock Bank, 14 21 pm. Paices or Share in Branchonan.—Birmingham Banking Com PAICES OF SHARES IN BIRMINGHAM.—Birmingham Banking Com-sany, 231.; Town and District, 71. 17s. 6d.; Coventry Union, 81. 5a. pany, 23L; Town and District, 7L 17s. 6d.; Coventry Union, 8L 5s.—London and Birmingham Railway, 141L; ditto, quarter shares, 22L; ditto, 32L shares, 32L; Grand Junction, 197L; Manchester and Birmingham (25L paid), 16L; Great Western, 61L; Birmingham and Derby, 66L 16s.; Birmingham and Gloucester, 34L; North Midland 81L 10s.; London and South-Western, 40L; London and Croydon, 9L 15s.; Eastern Counties (18L paid), 8L—Old Birmingham Canal, 219L; Worcester and Birmingham, 68L 10s.; Warwick and Napton, 197L; Shropshire Canal, 135L Warwick and Birmingham, 266L—Birmingham and Staffordshire Gas, 72L 10s.—Birmingham Water Works, 19L 5s.—Birmingham Plate and Crown Glass, 4L 10s.—Droitwich Patent Salt, 19L 10s.—General Steam Navigation, 25L—Midland Counties Heraid.

Patents or Shaaga at Lavancoo.—Eastern Counties Railway.

PAICES OF SHARES AT LIVERFOOL.—Eastern Counties Railway, 7l. 15s.; London and South-Western, 39l. 10s.; Manchester and Birmingham Extension, 5l. 5s.; Manchester & Leeds, half shares, 21l. 10s.; Midland Counties, 57l.; York and North Midland, 37l, 5s.—Gore's

NEW COMPANIES

Under this head we propose to notice weekly the several new project which may be brought forward, and to which public attention is directed through the medium of the press or otherwise, confining ourselves, how-ever, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

COMPANY OF PROPRIETORS OF THE GREAT LEVEL OF THE WASH.

Capital £3,000,000, in 20,000 shares of £100. Deposit £5 per share. The object of this company is to recover from the Lea au extensive tract, lying between the coasts of Norfolk and Lincolnshire. It is estimata: that this may be effected at a cost of from 12% to 14%, per acre, while the value of the land will be at least three times that amount.

The list of directors comprises many noblemen and gentlemen of property, Messrs. Rennie being appointed as engineers to the undertaking.

Cupital £300,000.

Cupital £300,000.

Cupital £300,000.

This company, in its prespectus, amongst other inducements which it presents to the public, provides that no loss of the actual value of a policy can take place, under any circumstances, "even though the policy has ispsed from the non-payment of premium or other cause, not fraudulent." This will, doubtless, induce many parties to avail 'hemselves of those advantages held out by Issurance Companies, where a change of circumstances and inability of the insured does not subject the individual to loss of the premium which he may have paid.

ORIGINAL CORRESPONDENCE.

PATENT FRENCH COAL COMPANY.

PATENT FRENCH COAL COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

Sur.—I have been a shareholder in the Patent French Coal Company since its commencement (which is now nearly eighteen months), during the entire of which period nothing whatever has been done by the directors to carry the object of the association into effect—the shares consequently have fallen from a premium to 5s. per share, without the prospect of rising, since the directors appear perfectly satisfied with doing nothing, as their secretary informed we yesterday "that the shareholders and directors were quite contented "(query, contented?) It is far from my wish or intention to throw any slur on the directors, but would it not be much more correct to call a meeting of the shareholders, and either to dissolve the company or to adopt such measures as would prove whether the invention is a failure or not?—Your insertion of this will oblige,

Sir, your most obedient servant,

4, Kennington-oval, Oct. 15.

W. H. Williams.

[The suggestions of our correspondent will, we trust, produce the desired

[The suggestions of our correspondent will, we trust, produce the desired effect.—ED. M. J.]

COPPER SMELTING-PROTECTION TO THE MINER.

COPPER SMELTING—PROTECTION TO THE MINER.

TO THE RDITOR OF THE MINING JOURNAL.

Sta,—The formation of a copper or smelting company, composed of persons interested in working British mines, as suggested in an excellent article in a late Number of the Mining Journal, would be eminently calculated to procure for the miners a fair price for their ore, which they are not now receiving, or likely to receive, while the present monopoly of the smelting or copper trade continues in the hands of the few extensive houses, who rule the standard at the tickettings in Cornwall and Swansea. The principles of the proposed company being to give the miners the entire value of their ores, deducting only the lowest rate of returning or smelting charges, which would pay a moderate per centage on the capital invested, the profits of the company, in fact, being only derivable from smelting the ores and manufacturing the copper, and the purchases, as far as practicable, or advisable, for the interests of the British mines, confined to British ores, would certainly accomplish this much desired end, while being in itself a decidedly profitable undertaking.

The feeling in favour of this measure is very strong in Ireland, and doubtless a large interest would be taken by the proprietors of Irish mines, one party having already expressed his intention of subscribing 10,000% to the undertaking. I trust immediate efforts will be made to carry out a plan which is so perfectly practicable, and imperatively called for to acet the injury and derectiving of mining preserve which is new

carry out a plan which is so perfectly practicable, and imperatively called for, to avert the injury and depreciation of mining property which is now so generally felt.

I remain, Sir, your obedient servant,

CLEARING OF MINES OF CARBURETTED HYDROGEN.

CLEARING OF MINES OF CARBURETTED HYDROGEN.
TO THE EDITOR OF THE MINING JOURNAL.

SIR,—My attention having been canually directed to the subject of clearing mines of carburetted hydrogen, when much accumulated, a plan occurred to me, which seems to my inexperienced view likely to be effective, safe, and economical. I give the idea crudely as it has occurred, trusting that some of the experienced winers who read your valuable and widely-circulated publication may be able to turn it to practical use. The plan is to have an iron chamber or box of thin sheet-iron, made air tight, all but two spertures, one at each end—the one to be covered with wire gauze, the other closed by a pipe connected with an air cylinder—a small fire to be placed in the chamber close to the wire gause. The cylinder to be worked by two men with a fly-wheel, a pipe leading from the cylinder to be immersed in a reservoir of caustic lime and water, made into a puddle. The gas being drawn through the fire by the action of the cylinder, would burn in the chamber without communicating an explosion to the gas outside, while the deleterious product—carbonic acid or chokedamp—being forced into the lime, would be retained by it. To prevent the iron chamber getting too hot it might be made double, with a small space to be filled with water, and the wire gause placed in a short piece of pipe, with two or more divisions. space to be filled with water space to be filled with water space.

I am, Sir, your obedient servant,
T. H. Lass

Lianelly, Oct. 15. T. H. Laigaron. SWANSEA TICKETTING PAPER.

TO THE EDITOR OF THE MINING JOURNAL.

Sin,—Being a subscriber to the Mining Journal, as also having a trifling interest in the Lackamore Copper Mine, in the county of Tipperary, the property of the Earl of Stradbroke, I take leave to suggest two or three matters, the introduction of which into your paper would be satisfactory to its readers, and an advantage to the mining interests in Ireland. The produce of the different parcels of ore sold at Swanses is omittage, as also the average produce and average standard of the entire sales; their ter can I find one line or figure in the whole paper from which it can be known whether the standard is falling or rising, or, in other words, whether ore of the same produce sold better the last sale or the one prev ous. Merely introducing into your Journal whether the standard on ore, that same produce as last sale, had improved or declined, and to what extent, would answer all the purposes, and might prevent improvident shipments to a falling market. I have heard many of your subscribers complain of went of information on the above subjects, which leaves them to vague calculations, by a multiplicity of figures, which none of us understand, as calculations, by a multiplicity of figures, which none of us understand, as to whether standard or copper ore is rising or falling.

I sm, Sir, your obedient servant,

Tulbot-street, Oct. 14. ABBAHAM COATES.

[In reply to our correspondent, we can only say that his complaint is not singular, but the smelters object to the information being given in the tiesketting paper, for which we are indebted to Messrs. Both and Son. We had occasion, in a late Number, to remark on ores of same produce obtaining different prices, but no explanation could or would be readered. We believe that nothing but decisies measures on the part of the suisar will ever obtain for him a fair return. To effect this he must be todependent, and with the mostopoly now existing, and the vast capital conbarked by two or three houses, this is difficult to attain; however, let him take our commed, became his own amelier, and we doubt not but that we aball fluid has repairer, and better prices.—En. M. J.]

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBURR MINING COMPANY.

BIOLISH MINES.

Rioke Climsiand, Oct. 14.—Hitchens' shaft is sunk to a depth of eighteen fathoms, and sinking through the same ground, the water is more abundant, which impedes the sinking. In driving west of the engine-shaft, at the 100 fathom level, the iode is the inches wide, of mundie, spar, and copper ore. In the righty fathom level, west of the engine-shaft, the lode is about six inches wide, and worth from id. to 51, per fathom. At this level, driving east of Saell's winze, the lode is still a good course of ore, two fest wide, and worth about 400, per fathom. In driving west of the engine-shaft, at the seventy fathom level, the lode is encouraging, about twenty isches wide, and worth from four to five toms of ore per fathom. The lode in the winze, sinking below this level, is ten inches wide, and worth about one and a half ton of ore per fathom. The lode in the atopes, at the back of this level, is eighteen inches wide, and worth about four tons of good ore per fathom. In the sixty-two fathom level west, in our last report, we stated this end was driven through the north and south course recently described, but have since unexpectedly cut another part, about two feet wide, which has just been cut through, but have not yet sufficiently opened to the weat to meet with the lode; this crosscourse is very large, about eight feet wide, and of an uniform character throughout, chiefly quartz, spar, and interspersed with musdic and copper ore. In driving cast of the engine-shaft, at this level, the lode is about two and a half feet wide, and during the past week yielded good stones of copper ore. The lode in the stopes, at the back of this level, atill continues a rich course of ore, from two and a half to three feet wide, and worth about ten tons of good ore per fathom. The tribute pitches are still productive. We expect to cample our next parcel of copper ore about the 22d or 23d inst., or about 170 tons of good quality ore.

BY HILLIPS.

ST. HILABY MINING COMPANY.

ST. HILARY MUSING COMPANY.

Oct. 10.—Sampled sixty-three tons of ore to day.

Oct. 12.—I am very glad to inform you our prospects have improved since my last report. In the eighty fathom level east the lode is fifteen inches wide, and over throughout. In the eighty fathom level west the lode is one foot wide, and good ore; the lode in the end at present is as good as we ever had it. The seventy fathom level end is suspended for the present, to rise in the back of said level. In the rise, back of eighty fathom level west, the lode is sixteen inches wide, and very good. We commenced rising on Tuesday, and have risen ten feet. I saw the lode to-day; it appears to improve, and the ground (contrary to the levels above) is soft enough, any 50s., i.er fathom. We cut the lode to-day; it underlies further west than it did. The seventy fathom level will be dry about the middle of next week, then we shall resume driving the eighty fathom level weat. In the seventy fathom level west the lode is eight inches wide, and good ore. In the seventy fathom level was the lode is two feet wide, one fout of which, on the south side, is good yellow ore. In the weatern shaft the lode is still in a disordered state. If the ore continues in the eighty end and rise, the ground is so good we shall make some considerable discovery on the lode during the mooth.

C. H. RICHARDS. C. H. RICHARDS.

CORNUBIAN MINE.

CORNUBIAN MINE.

Chicerton, Oct. 15.—I expect our sumpmen will fix the bearers and cisterns, and get the lifts in their places this week, so that we may commence driving the fifty fathom level next week. Our forty fathom level west, on Chiverton lode, is looking well, but not so rich as it was. Our rise in the back of the forty fathom level will be holed this week we expect, and then we shall set three or four pitches in this level. In the thirty-two fathom level cast we have a good branch of lead. In the same level weat we have turned north, to drive under the western shaft. We have now dressed 40 tons; undressed 20; broke underground 4.—Intal, 64 tons.

J. BORLANE.

REDMOOR CORROLIDATED MINING COMPANY.

Oct. 14.—Johnson's Flat-rod engine-shaft is sunk oine fathoms below the seventy fathom level; you will perceive we stated in former reports of the lode leaving the sinft; we discovered the partition of ground standing against the lode was but trifling, consequently we are now carrying down the lode with us, which is at this time; resenting a favourable appearance, being upwards of one foot in width, and good work for silver-lead ores; the ground remains spare for ainking. In the seventy fathom level north the lode is from ten to twelve inches in width, and yielding rich work for lead ores. The lode in the sixty fathom north is about six luches wide, and saving work. At the north mine, in driving cast and west on the course of the copper lode, at the twenty fathom level, we see but little alteration since our last; the lode is from eighteen to twenty inches in width, composed of eapel, spar, and copper ores. In the cross-cut driving south of the engine-shaft we have just intersected a small lode, which is about our foot big, composed chiefly of capel, spar, and mundic; this we consider is a split of the main lode. The greater part of the new castings are now on the mine, and the remainder whe shortly be here, so that we expect, on Saturday next, the 19th inst., to be prepared to drop the new lift to the bottom of the thirty-fathom level against Capitala Rowe's next visit to these mines. We have this day sampled two parcels of silver-lead ores, computed 26 tons 10 ewt. 3 que, vis.:—No. 1, Captain Rowe's next visit to these mines. We have this day sampled two parcels of silver-lead ores, computed 26 tons 10 ewt. 3 grs., viz.:—No. 1, 12 tons 15 cwt. 1 gr.—No. 2, 13 tons 16 cwt. 2 grs., samples of which are forwarded to the different smeilers for sale on the 23d inst.

SAMUEL HARFUR. TINCROFT MINIEG COMPANY.

Oct. 9.—There has no alteration taken place in the engine-shaft since my last, as we are making preparations for fixing new lift, cistern, beavers, &c. Beyond the cross-course, in the 142 week, we have a good branch of tin, from 6in, in 8in, wide for the height of the end, which appears to increase in size as we extend the end. We have still a small branch of copper ore, of good quality, in the 132 west; the other part of the lode is asving work for fin. The 120 west is producing good work for the, and is very promising. The 120 stopes, with back of the 110 and 100 end, are still yielding fair quality work for fin. The lode in the ninety end is about four feet wide, and will produce from four to five tons of fair quality copper ore per fathom. You will observe by the setting report that the back of this level is set at 2s, 6id, tribute. The eighty-one end is atill yielding good work for tin and copper ore; other tulwork bargains continue much the same as for some time past. Our pitches in the bottom and back of the 132 are looking weil both for tin and copper ore, and also those in the back and bottom of the eighty-one—others remain stationary.

WILLIAM PAUL.

QUEEN'S MINING COMPANY.

(We insert the report, but must decline doing so in future, the company being

Queen's Mine, Oct. 1.—I have set the deep adit end to drive west by six men and two boys, at the per fathom; last mouth they drove nineteen fa-thoms in the adit, and auch a shaft ten fathoms. In three mouth (asy end of Dec.) I hope to get the adit into our own ground, which I believe will prove of much value to this concern.

R. ROWE.

ROSE DOWN MINING COMPANY

[The note appended to the above report will apply to this.]

[The note appended to the above report will apply to this.]

Sept. 26.—We are driving west on a lode which we have intersected since
I was here this day month, it is about eighteen inches wide, and producing
very good work for tin; the ground is a favourable kilins, and the price we
give is a l. per fathons—the lode at present will more than pay for driving.
In the shallow adit we are stoping the back of the great Shelston lode, which
we find to be two feet wide, and yielding pretty good work, so that on the
whole our prospects never looked so encouraging as at present; in a short
lime I hope we shall make another return of tin. A third party of men, however, ought to be emplayed, to continue to drive the adit south, for the purpose of intersecting the primary objects.

R. Rows.

TAMAS SILVES-LEAD MINING COMPANY.

TAMAR SILVER-LEAD MINING COMPANY.

Oct. 14.—In the 143 fathom going south the lode in from two to three feet big, with spots of lead. Going north, at the 125, the lode has increased in size, but the ground being hard our progress is slow. Driving south, at the 115 fathous level, we have a small lode, and little lead. At the 105 fathous level going south we have a kindly and over lode, from two to three feet in width. Driving south, at the 95 fathous level, I find that we are not yet through the slide, but the lode during the past week has produced a little warf, very good, and still thak it a promosing level. Going south, at the eighty-five fathom level, the lode is small, but very good work. The south end, at the saventy-five fathom level, to the name as last reported. The tributers are warking well, and the pitches are much the same a usual. We shall sample on Monday next about the same quantity as last month.

M. James.

Oct. 15 .- la the adit level driving cost, the lode is five feet wide, per some stones of ore, with a promising appointmen. In the tru fathous the lade is fitteen to be wide, poor, but more promising than last week. I wently series fathous level wines we have remanusciated with the rise to weatly acress fathous level wince we have resmanulated with the rise to the letty-six fathous level, and shall again put the men to drive the twenty-even fathous level east. In the thirty-six fathous level, in the western and, to lode in four feet wide, and coarse in quality. In the firrly fathous level, intring east and west of Webber's action, the lode is for feet wide, pro-seing over of a fair quality. East of Nettle's wince the isses is large, but say, East of the castern shall the lode is three feet wide, eighteen turkers and one. In the fifty fathous level, is, driving east of Williams's shall, the side is four feet wide, two fred on the neath part groul acc. In the western of the late of the contribution of the man part ground over. gad the lade is four feet wide, and producing but little ore. C. PENROSE.

TRELEIGH CONSOLS MINING COMPANT.

Oct. 12.—The appearances generally throughout the mine are cheering. We have nothing particularly new to mention since last week's report, except an improvement is driving the twenty fathom level west, on Shanger south lode; this end, I am happy to say, holds out very encouraging prospects for a bunch of ore; it is now worth about 6f. per fathom, and leaving tribute ground, where I shall be enabled to set a pitch at moderate tribute. The unfavourable state of the weather prevented their dressing up the whole of September ores by fifteen or eighteen tons, which will go into the next sampling.

W. SINCOCK.

TRELEIGH CONSOLS MINING COMPANY.

WEST WHEAL JEWEL MINING ASSOCIATION.

Oct. 14.—The men finished dividing down Buckingham's shaft last week, and are about cutting cisters platt. The forty-two east, on the south branch, is one foot wide, composed of spar, prian, and black and grey ores. The thirty west of Hodge's cross-course, on the south lode, is two feet wide, spar, and bunches of black ores. The thirty cross-cut south continues in favour-able ground. In sinking the south adit shaft, below the thirty, there is no material alteration. The twelve fathom level west, on Tolcarne lode, is two and a half feet wide, composed of gossan, prian, and black ores.

SERPHEN LEAN.

ENGLISH MINING COMPANY.

Ged. 15.—The ground in Bourdillon's shaft is looking more favourable than it has done for the last two months—water the same. In the end driving east, at the twenty-eight fathom level, on the new lode, an alteration has taken place within the last few days; the size of the lode is now about two feet, peach, capel, spar, mundic, and good stones of ore. The ground in the rise, in Hourdillon's shaft, is moderate. In the fifty-two fathom level west the lode continues very large, with abundance of mundic, peach, and a little ore. The north lode, at the fifty-two fathom level, is cut through, and proves to be poor; the men are, therefore, removed thence, and put to sink through about four fathoms of ground, for air, between the fifty-two and sixty-two fathom levels; when that is done, a piece of the ground opened may be set on tribute. A lode under the clift, north of Wheal Jacka shaft, is kindly—it oan be seen many fathoms cast and west; in size from twelve to eighteen inches, of white soft spar, and black, grey, and yellow ore; the ground about it, for many fathoms wide, is soft and white, with many branches, some of which are rick in copper ore. A little farther north are two other lodes—a man working at Wheal Prudence says he has seen a good course of ore in one of them at low water spring tides.

MUNSTER UNION MINES.

of them at low water spring tides.

MUNSTER UNION MINES.

Oct. 8.—The twenty fathom level is open between Williams's shaft and Gould's winze; and a good current of air being in circulation, will facilitate the operations in sinking the shaft and winze; the former is sunk between two and three fathoms, and is sinking at 5l. per fathom, and the latter at 3l. per fathom. About the middle of the twenty fathom level are several good veins of ore dipping westward, in a matrix of the same congenial buff-coloured spar mentioned before. The lode looks promising in this level, and fully answers to any reasonable expectations entertained in the commencement, upon viewing the rich backs at the surface; therefore the great object now is in sinking as speedily as possible, for the depth is trifling as yet, hardly thirty fathoms from the surface, which is scarcely a shallow addit in some parts of Cornwall. The winze in the ten fathom level, west of Tom's shaft, is set to stope at 2l. 5s. per fathom; this will probably turn out a good pile of ore, for the vein of almost malicable ore (mentioned before) near this quarter has reappeared in the winze larger than in its first appearance. The pitch in the back of the ten fathom level, between Williams's shaft and Gould's winze, has considerably improved latterly, is set at 2l. per fathom for stoping. The two pitches in the back of the adit, east of Tom's shaft, are entirely worked out, and the two set lately at 1l. 10s. and 2l., are near Tom's shaft, where the same rich back appears to exist.

A. MURKAY, Jun.

(We must decline inserting further reports; it is unknown as a public company and we cannot lend our columns to reports, the objects of which are too manifest sire any further remark.]

POREIGN MINE'S.

ST. JOHN DEL REY MINING COMPANY.

Morto Velho, July 23.—Mines.—The sinking the sump-shaft has not gone forward briskly this week, as a new stope has been commenced from the shaft. The shaft is consequently filled with ore from the stope, and the working cannot be pursued with advantage; in a few days the stope will have advanced from the shaft some distance, and the sinking will be resumed. The supply of ore has improved, and fifty-four heads are now kept stamping. The ore now supplied the stamps from the different parts of the mine stand thus—

Gamba 21 ,,
In the Gamba mine no alteration. 12 ,,

CANDONGA MINING COMPANY.

Candonga, July 13.—Mina Mestre Shaft—Forty-two Fathom Level.—Driving the level west, on the course of the fluccan, the ground in the lower part has been rather hard, but in the upper part, and roof or back, it has been so soft as to occasion much inconvenience; now it is again in order, and allows us to advance with our usual regularity. The men have been employed breaking work for the stamps from the back of the said level, and in the bottom of the same a part of the force has been engaged sinking a winze through the fluccan, in order to meet the lode under the parallel course; yesterday we reached it, and found gold in the branch, but it is not opened sufficiently to allow me to give a decided opinion.

Davey's Winze.—In the beginning of the month we sunk down on another channel of spar and fluccan, since then we have been employed driving on the back of it, and we hope to find gold in this direction, when we shall have advanced sufficiently to be in the run of the orey ground.

Ox Shaft—Ticelly-seen Fathom Level—Mina de Pedra Branch.—The driving goes on as usual, without any material change.

Deep Adit.—This work is again pushed with a full force of men; at present we are not driving in a direct course towards the mine, having deter-

sent we are not driving in a direct course towards the mine, having deter-mined to get out in the soft ground, which we now have, and it obliges us to we advance.

Canasira Level.—No aiteration.

3. The time necessarily expended in securing the back, as mentioned under head. "Mina Mestre Shaft," has prevented us from pushing our operations to the extent which we desired. "Prevention is better than cure," and since we could not safely employ our hands without stoutly timbering the ground, it was our duty to endeavour to avoid an accident. The latter part of the first paragraph in the report appears to be satisfactory. Gold in new ground under the cross-course looking well. One bates, the day before yesterday, gave 4 oz. 12 dwts. 5 grs.—Nine days, 6 lbs. 13 dwts. 9 grs.

BRAZILIAN COMPANY.

Cafa Branca, July 23.—Nothing of moment has occurred since we last addressed you on the 13th inst. The gold return still continues indifferent, looking at the large quantity of ore stamped. But to-night we begin taking down the ground west of the sump, and shall be much disappointed if a considerable improvement in the return does not take place.

July 30.—We are much disappointed that the last week's gold report is not more satisfactory, and can only hope that the return is now at its lowest. We may observe that little of the good western ground has yet found its way to the stamps.

EDWARD HARDING. W. T. GRIFFITHS.
Gold return from 13th to 26th July, 27 lbs. 1 on. 17 dws. 1 igrs.

Enaryus—In our Number of 28th alt. from "We are happy at length to have

Gold return from 12th to 26th July, 27 lbs. 1 oz. 17 dwts. 11 grs.

Ennarus—In our Number of 28th alt, for—"We are happy at length to have
in our power to inform you of the condition of No. 3 damps loarrying thirty heads,
the most creditable some of the kind in the country." "cond..." We are happy at
length to have it in our power to inform you of the completion of No. 3 dampsig
said learrying thirty heads, the most creatiable work of the kind in the country."

[The error arose with the cierk of the company and not with us.]

Concessor, July 17.—I inclose a copy of Captain Scott's last letter to the
heard of 6th inst. I have much pleasure in informing you that No. 14 shalt
was holed to from the level, on the 11th inst. The operation was a tedious

one, the extreme impurity of the air having rendered it almost impossible to continue in the end for more than a short time at once. The level will be completed to the shaft to-morrow, and I trust that hereafter our progress will be much more satisfactory.

J. SLOGGETT.

INFERIAL BRABILIAN MINING ASSOCIATION

July 29.—Since the 18th inst, we have obtained a little gold from the vein in the back of the shallow level, at Hray's shart, and we have this day communed to drive a new level west on the vein, at the horizon of the landing evel at the said shaft; this level is 8 ms. 2 ft. higher than the shollow level heart the vein is this place. there; the vela in this place has a promising appearance.
Gold produce from 19th to 29th July (sine days) stamps, 15 3 0 12,—
21 lbs. 2 oz. 7 dets.—Total, from 1st to 29th July, 72 lbs. 3 oz. 7 dwts. 12 gr.

NATIONAL BRAZILIAN MINING ASSOCIATION.

Endract from the Mining Captain's Report.

Circurs, July 29.—Every circumstance trads to inform us that we have not yet the main losle. Lucas, and another old minor here, say that when they knew the Andame vrins, they were always richer than the Cachorinho, and that the produce daily was generally 4 lbs. and 5 lbs. of gold; now, we have never seen anything like this. The lode, says Lucas, was always roft, and accompanying the vrins was a small flace of hard rich are, but in none of four

2 lbs. or 3 lbs. per day. This is much better than anything we have yet discovered. The Mina de Pedra vein he knows nothing about, nor any of the

This is much better than anything we have yet discovered. The Mina de Pedra vein he knows nothing about, nor any of the old workings near it.

ALTEN COPPER MINING ASSOCIATION.

August 26.—Our mining prospects continue favourable, particularly at Raipas, where, in uncovering the backs, we have exposed a brilliant portian of the lode, which has increased from two to air feet in width, composed three-fourths of its size almost of solid prills, of the usual superior quality. How far this bunch of ore will continue, cannot be ascertained until the backs are fully uncovered. We calculate at least on eleven fathoms to the run of the clay slate, which has hitherto been our limits. From the dissection and dip of this bunch of ore, we have no doubt that it is connected with the rich banch we had in No. 11. The ten fathom level has been continued on a very promising lode until last week, when the unusual continuance of heavy rain forced us to suspend the lower workings; the men have, however, been profitably employed in stoping down ground around shaft No. 3, which has produced ore of a fair quality, and which, together with the ore broken from the backs, will compensate for the suspension. The roof stope continues equally productive. We expect that we shall be able to complete, by the end of September, 100 tons superior prills, of which about forty tons are already broken, besides dredge. Woodfall's mine continues to return the full quantity of ore, of the usual per centage; in this mine we meet in our workings frequent disorders, which for a time give us some trouble, but do not much impede its regular productiveness. The eighty fathom level, from Ward's deep adit, has lately been much disordered from slides and other inexplicable changes in this country; the level appears to be driving easterly on two lodes, which give a small quantity of ores of good quality.

Michel's Lode.—In sinking the new shaft, we find the eastern side in slate, whilst the western contains a beautiful course of ore, and we have discovered the or

Returns received this year from the works.

RAILWAY INTELLIGENCE.

MIDLAND COUNTIES RAILWAY,—The quantity of earthwork removed, and the number of men, horses, and engines, on the unfinished portion of of this railway, viz., from Rugby to the Trent, was 185,203 cubic yards, 3505 men, 343 horses, three locomotive and two stationary engines. The 3500 men, 343 horses, three locomotive and two stationary engines. The whole of the earthwork between Leicester and Rugby was three millions of cubic yards; of this 2,400,000 has been removed, and the quantity done last month was 132,792 yards.

NORTHERN AND EASTERN AND MIDLAND COUNTIES RAILWAY.—

M. Babet Stanbarous having head of the property of

NORTHERN AND EASTERN AND SIDLAND COUNTIES RAILWAY.—
Mr. Robert Stephenson having been called to report upon the present and
future prospects of the former railway, recommends that, instead of continuing it directly northward to York, through a thinly-populated district, it
should be carried from Cambridge by Peterborough, Stamford, Oakham,
and Melton, and form a junction with the Midland Counties Railway about and Melton, and torm a junction with the Situation Countries Railway about half way between Loughborough and Leicester; thus connecting the manufacturing towns of Birmingham, Nottingham, Derby, and Leicester,

manufacturing towns of Dirmingnam, Nottingnam, Deroy, and Leicester, with Cambridge and the eastern agricultural district.

The Shakspeare Cliff Tunnel.—The South-Eastern Railway advances; the tunnel through Shakspeare's Cliff is nearly completed. There are only two tunnels on its line of road, and that through Shakspeare's Cliff was the most dreaded experiment. There is now a passage (narrow are only two tunnels on its line of road, and that through Shakspeare's Cliff was the most freaded experiment. There is now a passage (narrow in some parts it is true) from one side of the cliff to the other, being an arch measuring three quarters of a mile in length, cut in solid chalk. It is well worth a long walk to see the finished portion. One of the galleries leads from the beach to the main tunnel, which is a beautifully-turned ries leads from the beach to the main tunnel, which is a beautifully-turned elliptical arch of between twenty and thirty feet in height. On some occasions a blue light is thrown up, which produces a strange and almost unearthly effect. Among the masses of chalk which compose the Dover hills, portions of clay are found totally disconnected, either with the surface of the ground, or with each other. The geologist's attention is also excited by the different varieties of chalk—one soft, one hard, one perfectly pure, one filled with flints, one with organic remains.—Kentish

GLASGOW AND PAISLRY RAILWAY .- This railway is getting on very pidly; already a great part is in a forward state. A number of houses Tradeston are at present taking down to make way for the depôt, and there are likewise several bridges building across the streets. Tradeston is in a complete stir, and when this line of railway is finished, it will materially enhance the value of property both in Glasgow and Paisley.— Glasgow Chronicle.

LANCASTER AND PRESTON RAILWAY.—During the week a letter, signed by seventeen proprietors, the holders of 400 shares, has been laid before the directors, expressing doubts whether, at the rate at which the works on the line are progressing, the railway can possibly be opened on the lat of June, and urging greater dispatch. A letter in reply was received from the clerk of the company, stating that the matters referred to had the anxious attention of the directors, who fully expect that the railway will be completed by the month of June next.—Lancaster Guardian.

PROPOSED RAILROAD THROUGH CORNWALL

PROPOSED RAILROAD THROUGH CORNWALL.

On Wednesday, the 9th inst., a meeting was held in the committee-room of the Royal Cornwall Polytechnic Society, for the purpose of determining on the propriety of holding a county meeting, to consider the practicability of a railway from Falmouth to Exeter. There was a large assemblage of the most influential gentlemen of the county present, including Sir H. Vivian, Bart, M.P., W. W. Pendarves, Esq., M.P., Sir C. Lemon, Bart, M.P., Sir R. M. Roife, M.P., J. H. Tremayne, Esq., J. S. Enys, Esq., W. Reynolds, Esq., R. W. Fox, Esq., A. Pox, Esq., J. Pollard, Esq., Rev. W. Molesworth, Rev. G. Treweeke, Rev. W. J. Coope, Ac.

The Mayon of Falmouth, in the chair.

The CHAIRMAN stated that he had received letters from Lord Falmouth, Sir W. Molesworth, Bart., Mr. E. Vivian, Sir S. Spry, Mr. C. Ellis, and Mr. Treffey, regretting their inability to attend the meeting, and acknowledging the importance of the subject, with many other satisfactory expressions.

Mr. H. Bond said the object the late deputation had in view in visiting the government authorities was to prevent that calamity which was supposed would result from the removal of the packet establishment. Several of the public men, on whom they had waited in London, had observed that if they had a railroad from Falmouth to Exeter nothing on earth could induce the government to change the station; but if not, Plymouth or Southampton must take it from us, for the government itself would not be able to prevent it, as they would be obliged, by the force of public feeling, to avail themselves of the quickest communication. If the packet establishment were removed, property in Falmouth would be deteriorated and trade decreased, as, from of the quickest communication. If the packet establishment were removed, property in Falmouth would be deteriorated and trude decreased, as, from pretty accurate calculation, it was estimated that the loss would be at least from 80,000L to 100,000L a.year, and that which affected a town like Falmouth must necessarily affect the whole county; and therefore it became the of its inhabitants to take an interest in the case, because he was certain the interest of Falmouth was in common with the rest of the county. at the interest of Falmouth was in common with the rest of the county. Sir H. VIVIAN would at first state why he had lately addressed a letter to

Sir H. Vivia N would at first state why he had lately addressed a letter to the county on this subject. He was absent from London when the deputation was there from Falmouth, and it was only when he returned that he learnt that the packet establishment was in great danger of being removed. Knowing this, and freiing towvinced that nothing short of a railroad would prevent its removal, he had felt it his duty to bring the subject before the county, and he had therefore suggested the propriety of a county meeting. He certainly did feel that it was not the question of Falmouth only but of the whole county, and he might as well supposes that the health of his right arm He certainly did feet that it was not the question of Falmouth only but of the whole consequence to the other parts of his body as that the prosperity of Falmouth was of no consequence to the rest of the county. The right honourable baromet then proposed that the sterif should be requested to convene a county meeting, to consider the property of a califood to Falmouth, and where arrangements might be entered into for making the necessary inquiries, and if, after the most careful investigation, it was found that the railway was not practicable, or the probable receipts so small as not to warrant the nonbretainer, there nevertheless would have done the utmost in them. used to be when they were working the Buquerus veins, and he replied about power, and the extent of their loss would only be their subscription. It has

Sir H sition h man co must be whole o the pack the advi with the Sir C landhole

Mr. I J. H.

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leen suggested that government might be asked to assist them. He was of opinion that government ought to have undertaken all the railroads, and he was convinced that government would, sooner or later, be obliged to take them into their own hands; but after the result of the measure of the Irish commission for making railroads in that country, he did not see how they could expect government to give them any assistance. Now, in Belgium, the government had the whole of the railroads, and you could travel there a distance upon railroads much cheaper than the wear of shoe-leather in walking it. But they must not wait until government did this; they must begin the work themselves, and not lie killy on their oars until the storm overtook them. Their endeavours should be to prevent it; and under those impressions he proposed they should all call on the sheriff for a county meeting; at the game time he was quite ready to give assistance to any other plan.

Sir R. M. ROLFE seconded the motion. He was pleased that the proposition had not emanated from an inhabitant of Falmouth, but from a gentleman connected with the county at large, because, important as a railway must be to that town, it must be of infinitely much more importance to the whole county. If they could, by a magician's wand, conjure up a railway, the packets might still—although he hoped not—be removed, and therefore the advantage to the property of that town would be contingent, but not so with the county.

Sir C. Lemon was quite ready to make large personal sacrifices, as a landhoider, to assist the undertaking, for he felt assured that his property, and all the county, would be benefitted by the railroad.

Mr. PENDARVES had attended the meeting rather to hear of the feasibility of any plan than to give an opinion, and he had heard sufficient to induce him to give his condial assect to the proposition of his honourable and gallant friend. He felt assured that unless they had a railway communication with the metropolis their property would be materially dep

unanimously.

J. H. TREMAYNE, Esq., proposed a vote of thanks to the mayor, which was carried, and the meeting broke up.

STEAM-TOWING ON CANALS.

The recent important improvements which have been made on this subject, upon the suggestion and under the direction of Mr. Macneill, civil engineer, were again repeated by him on the Forth and Clyde Canal, on the 10th and 11th inst. On the latter day they were carried on upon a more extended scale, in the presence of the governor, deputy-governor, council, manager, and a great many of the proprietors of the company, several of whom had come from London, Liverpool, &c., expressly for the purpose. Besides these gentlemen there was a large number of persons assembled, anxious to witness this harvest of new facts, pregnant with important consequences to the commerce of the country, and so deeply interesting in a scientific point of view.

The locomotive employed was the "Victoria," the same engine that had been used in the former trials. By her were towed both the passenger boats and the larger vessels of the canal trade, under a variety of conditions. Some of the most remarkable results were as follow:—

With a passenger boat laden with passengers (an average load) a rate of twenty miles per hour was sattained, and it was evident that the only limit to the speed was that of the power of the engine.

The following eight trading vessels were ranged in a line attached to each other, and the first to the locomotive:—

Reg. Actual load. Draught.

	Reg.	Actu	al load	Dra	aght.
Thetis, Grangemouth	66	 35	tons.	 8 R.	0 in.
Alert, Leith	41	 67	**	 8	9
Union, Kirkaldy	48	 65	**	 8	6
Thistle, Alloa	51	 18		 6	0
Dainty Davy	30	 47	**	 7	10
London Packet	81	 70	**	 8	10
Star (Scow)	0	 40	**	 4	0
Prince (luggage boat)	0	 22	**	 4	6
	317	364			

For the haulage of this amount of tonnage, at the usual rate of one and a half mile per hour, about twenty horses are employed, under the most favourable circumstances. The "Victoria" towed it with about one-fourth only of her steam power, at the rate of two and a quarter miles per hour. The ease with which she did this justified the opinion of several spectators, qualified to judge, that double this amount of tonnage might have been mastered by her with very little or any diminution of her specil.

The wave produced by the motion of the large vessels at the rate they were towed was of the ordinary size and character; that of the rapid boats, though large, was by no means so formidable as to create any fear that it would be any obstacle to the adoption of this mode of conveyance. In one of the latter experiments, four passenger boats were towed in a line, and the volume of the waves was evidently broken up into numberless smaller waves, spreading over the whole surface of the canal, and resembling a great ripple. The reverse of this occurred when two passenger boats were lashed together abreast, as a twin boat; the wave then extended in a fine regular glassy swell from the boats to the shores. These effects point out the fact, that the form, magnitude, position, &c., of the wave are all susceptible of modification, as little is to be apprehended from curves, of whatever character. In the railway upon which the engine travelled there was a curve of double flexure, the radius of part of which was less than a third of a mile. No sensible retardation in her speed was produced by it, nor was any disposition observed, even in the most rapid transits, to run off the rails. To prevent the latter effect occurring from the resistance of the vessels towed, the outer rail was laid a little lower in level than the inner one, so as to give the engine a slight tendency to descend towards the outer rail. This also prevents, in a certain

occurring from the resistance of the vessels towed, the outer rail was laid a little lower in level than the inner one, so as to give the engine a slight tendency to descend towards the outer rail. This also prevents, in a certain degree, the overturning of the engine by a strong pull.

During the whole of the several series of experiments, not a single fact occurred to check the expectation that this union of the railway and the canal will, wherever practicable, take the precedence of every other in point of combined convenience, safety, rapisity, and economy.—Glusyow Chronicle.

Exportation of the Precious Metals.—The exportation of the precious metals from the port of London to foreign ports for the week ending the 10th inst., was as follows:—Gold bars to Hamburgh, 3730 oz. Gold coin to Hamburgh, 2375 oz.; ditto to Calais, 120 oz.; ditto to Monte Video, 240 oz. Silver coin to Hamburgh, 85,000 oz.; ditto to Rotterdam, 55,000 oz.; ditto to Monte Video, 600 oz.; ditto to British West Indies, 225 oz. West Indies, 225 oz.

EXPORTATION OF MACHINERY—We are gratified to observe by the Day Note, that a respectable manufacturer of this city has shipped a considerable quantity of valuable and highly-finished machinery to London, and other parts of Europe. This reflects credit on our Irish mechanics, and we sincerely hope that they may be encouraged.—Dublin Pilot.

THE FLANT LOCOMOTIVE. - James Watt is said to have contemplated The Frast Locomorive.—James Waters and to have contempored the application of steam to the purpose of impelling carriages upon a railway, about the year 1760; but the first successful employment of a locomotive engine on rails took place in 1804, at Merthyr Tydvil, in South Wales. The engine used upon that occasion was constructed by Messru. Trevithick and Vivian; and, on its first trial, it drew, at the rate of five miles an hour, as many carriages as contained ten tons of iron.

	ditto 27. 7 0. ditto 48. 7 11 0. Mines Royal Tavistock effect, Covent garden, printed iterniture-dealer R. N. Jenkins, New Windoor, batcher - G. Chapman, Bath, chinaran - J. Lock, Bury M. Edmund's, ditto 86. 6 19 0. ditto 29. 6 2 6. ditto 10. line in the control of the contro
Liverp. & Manch. Railway100 187 6 Newcastle and Carlisle 100 90 0 0 Ditto Quarters 25 46 10 Ditto Quarter shares 25 24 50 Ditto Quarters 25 46 10 Ditto Quarter shares 25 24 50 Ditto New Halves 40 80 10 South Eastern 12 South Eastern 13 South Eastern 14 South Eastern 15 South Eastern 15 South Eastern 15 South Eastern 15 South Eastern 16 South Eastern 17 South Eastern 18 South Eastern 19 South Easter	ditto 96 . 6 19 0. ditto 73 . 6 . Cardrew . 74 . 2 16 6 . Mines Boyal ditto 73 . 5 16 6. Levant . 60 . 16 19 0 . Freemans. ditto 63 . 4 6 0. Levant . 60 . 16 19 0 . Freemans. ditto 36 . 4 16 0. W. Burrow 22 . 1 16 0. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 11 6 . Nevilla Co. ditto 36 . 4 16 0 . W. Gordand 6 . 6 17 6 . ditto 104 . 2 13 6 . P. Greenfells. N. Downs. 49 . 5 4 0 . TOTAL PRODUCE. mavron . 690 . 2007 5 6 . Levant . 106 . 2146 10 . way Consolid . 257 . 1983 7 6 . Wheal Berrow . 60 . 108 2 . delect Mines . 179 . 1047 6 . Wheal Gordand . 54 . 448 9 . North Downs . 49 . 399 12 . delect Mines . 179 . 1047 6 . Wheal Gordand . 54 . 448 9 . North Downs . 49 . 399 12 . delect Mines . 179 . 1047 6 . Wheal Colleged . B 199 10 . delect Mines . 170 . 1047 6 . Wheal Colleged . B 199 10 . delect Mines . 170 . 1047 6 . Wheal Colleged . B Average produce, 61 . Average produce, 62 . Average produce, 63 . Average produce, 74 . 199 . Mines and rosts. Cultid Mines, 112 . Wheal Colleged . B Average produce, 74 . Developer . 12 . November . 199 . Average dendard, 1011. 7 . Average produce, 74 . 10 tons in 199 . Mines and rosts. Cultid Mines, 112 . Wheal Colleged . Mines and rosts. Cultid Mines, 112 . Wheal Colleged Mines, 112 . Wheal Col

PRICES OF MATERIALS IN CORNWALL

	3 &	4	31	RE S	3	8 4	8.5	ä
Common iron, per cwt				64	Iron-wire sieves, each 3	8 64	3	
falf-inch square ditto]	11	0	11	6	fron-wire work, per foot. 1			ì
lest tough whim chain 3	100	0	30	0	Board nails, per cwt 19		19	
Soiler plates	13	6	15		Half-board ditto, . per 1000 5		8	
foop iron	4		14		Hutch ditto 2		3	
Vail rods	12		12	6	Half-hatch ditto	0	3	
diners' shovels	12	0	32		Linseed oil, per gallon 3		3	
Charcoal from	3	6	14	6	Rape ditto 4		2	à
Junpowder, per 100 lbs	10		40	0	Birch, per foot 1	7	1	ì
eather, per lh	11	1	1	11	Pine,		1	
Coals, per ton, at quay !		0	14	0 1	Sheet lead, per cwt 24	0	24	
andles, per dozen ibs		4	3		Barrow bends 11		11	
failow, per cwt		6	40	6	H 2 steel (1121bs.) 32		32	
Ropes	16	0	43	0	2s. nails 19		19	
lat ropes		0	54	0	Pick hilts 1		1	
lemp	0	53	0	3	Shovel hilts 2		2	
White yarn, per lb		6	0	84	White ground lead 30		32	
White rope		6		54	Red lead		1200	
trass-wire sieves, each	4	ã	4	4	Best rolled iron 12		12	
Ditto machine :	3 (ő i	13	0	Blistered steel	0	43	

PURCHASES OF COPPER ORES AT REDRUTH,

Perchasers.	Mines.	Tuna	Yosai	Price.	Amount,	Total tenous
MINES ROYAL	Carnbrea Tresavean Wheal Julia	18 114 418 63 514 48		# s. d. 10 13 6 10 6 6 5 7 6 6 2 6 8 2 6 10 4 6	# *. d. 192 3 0 118 14 9 223 1 3 385 17 6 255 18 9 490 16 0	1605 11
2. Vivian & Sons.	Fowey Consols Tresavean. Wheal Treasury	43 204 47 91 414 72	2134	3 8 0 8 19 6 5 15 6 9 2 0 5 9 6 5 7 6 4 18 0 5 0 6	166 19 0 385 18 6 118 7 9 427 14 0 498 4 6 228 1 3 352 16 0 321 12 0	1005 11
	Wheal Virgin Wheal Julia Gt. Wheal Prosper	364 38 22 18 314 314 31		4 15 6 2 4 6 3 1 0 8 2 6 4 18 0 6 4 6	169 14 6 279 17 C 43 19 0 54 18 0 255 18 9 151 18 0 136 19 0	
A Co.	Carnbrea Wheal Virgin Wheal Virgin Wheal Julia Wheal Providence Relistian Wheal Mary	38 114 4 42 84 36 44 78 38 36 42	631	7 8 6 10 6 6 13 4 0 5 10 6 2 2 0 4 13 9 4 7 8 3 16 0 5 19 0 5 8 6 5 6 6 5 7 6	430 13 0 118 14 9 52 16 0 289 13 6 17 10 0 169 14 6 131 3 0 167 4 4 464 2 0 206 3 0 191 14 0 225 15 0	3862 17 1
I. SIMS, WILL- AMS, NEVILL, and Co.	Cambrea Wheal Treasury . Wheal Tchidy	40		3 3 6 2 0 0 5 5 6 5 5 6 4 7 0 10 13 6 2 6 6 3 2 0 4 16 0	290 17 6 152 0 0 369 \$ 0 832 6 6 265 7 0 192 3 0 34 17 6 17 10 0 192 0 0	
	Carnbrea Gt. Wheal Portune Fower Consols Tressvean Wheal Treasnry Wheal Unity Wood	68 30 48 204 93 90 83 96 13 84 64		5 8 0 5 9 0 5 15 0 5 18 0 5 9 0 8 6 6 2 2 2 6 4 17 0 4 17 0 4 17 0 4 17 0 4 17 0	367 4 0 123 0 0 261 12 0 118 7 9 362 14 0 490 10 0 440 10 0 420 0 0 17 10 0 256 0 0 256 0 0 257 7 0 433 17 6	1825 6 6

SALE OF COPPER ORES AT SWANSEA, Sampled Sept. 24, and sold at Swansea, Oct. 16.

TOTAL PRODUCE.
 Cobre.
 562
 #8605 13
 6
 Knockmahon
 270
 #2678 14

 Tigrony
 412
 1727
 9
 Ballymurtagh
 219
 492
 8

 Croneb
 412
 1727
 9
 Partyre Mise
 102
 283
 1

 Chiti
 346
 5657
 12
 9
 Dolgelly
 19
 85
 3

Copper ores for sale October 30.—Cobre 85, ditto 67, ditto 53, ditto 43, ditto 43, ditto 43, ditto 101, ditto 83, ditto 103, ditto 103,

SALE OF COPPER ORES AT REDRUTH.

Minus Tues Price Franciscos Minus Tona Print Functiones & c. d.

Sampled Oct. 2, and sold at Andrew's Hotel, Redruth, Oct. 17.

	Trenavean	101	14	4	16	6.	Virians.	Duffield M.	63	5 19	0. Ne	will &	Co.
	ditto	9.7		7	2	0.		ditte	49	7 11	0. Mi	nes Ro	rai
	ditto	93		16	4	0.	accesses:	Wh. Harm.			6.		
	ditto				19	0.					6	-	
	ditto		+8		2	6		ditto			6. Vb		
	ditto				- 6	0		Cardrew					
	ditto					6.		Levant			G. Fre		
	Fower C.						Williams.	ditte			0. WI		
								W. Burrow			6.	Military	
							Nevill & Co.				B	Methodo	
							100704				6.	ADDRESS OF	
- 1							P. Grenfella.						
							Williams.				6. 164		Co.
							TOTAL P	RODUCE.					
	F			-			#1997 5 6	Lound		100	41		
-													
-1	Fowey Con	CW-CHI		, 20%		- 3 - 4	1963 7 6	As speak; teach			X - X - A		
1							718 17 6	WINGS CAN	tand .	. 24 .	erese 3	446 0	
1	Drufflets Mi	DOM:		829	* **	6500	1047 0 0	North Bow	500	. 40 .	13064	249 12	

PURCHASES OF BLACK TIN AT THELOWETH.

Parchasen.	Mices	Som	rotel.		Vice		Buck	Eur	el.	Total	Ame	
L. C. and W. Darbur.	Charlestown U.M. Wheal Mary Wheal Reeth Marazion Mines	224 22 18 24 24 24 34	314	45 1	4720077	Seeses.	1054 125 810 100 90 157	A. 13 9 9 2 16 1	400000	•		4
	Great Work		913	49		0	**	1.		2360	3	
and Co.		-	14					-	-	330	15	
BATTEN & SON	Boaweasen	**	14	41 1		0		48		361		-
Boarruss and Co.	3t. Ives Consols Wheal Mary Great Work Boscanwell Wheal Olds Caraire Consols Levant	9 8 23 134 16 54 2 64 14		49 49 36 36 13 43 13 14 14 14 14 14 14 14 14 14 14 14 14 14	300072230		2912 346 78 649 786 277 77 298 36 160	13 0 15 5 0 1 8 11 12 0				•
-	****	3	714	10	ě.	0	120			3227	2	
S. WILLIAMS	St. Ives Consols	9		43 1	8	6	392	12				
and Co.	Wheal Olds	24		43	7	2	277	0	8			
-	Carnise	9		46 1	2		421	12	6			
-	Wheal Reeth	8		45	2	6	126	0	0			
-	Marazion Mines	24	412	44	7		20	16	e	1606		2
			854			-1				£3007		-

BALE OF BLACK TIN.

Black Tin sampled on the 11th, and sold at Redruth, on the 15th of October. '

Misses.	Trees 1			Pol-	•	An	no metal		Total	-	895.	Previous
Charlestown U. M.	209				d. u	969 167	10	4.00				Trethellan.
****	H4		20	15	0	336	13	9	1			Treloweth.
****	21		20	18	0	Al	17	6				Trethelian.
Wheal Budnick	7	384	47	7	4	331	13	6	1627		3	Angarrack.
****	100		44	8		374	3		1			-
****	24		44	15	0	179	18	9	1			***
****		22			-	-	10	-	979	13	9	-
Vheal Kitty	9		44	13	4	401	12		1	-	-	Trereise.
***	64		41		0	266	19	0				Trethelian.
***	24		(3)	i		43	3		1			Trereife.
***	il		316	à		7546	ä		1			Treiswoth.
	-	20			_	Mary Commercial Commer	-	-	100	15		
TOTAL US	10	1	46 52	12	6	221	18	7	1			Treinweth
***	40	144	92			221	10	F	600	5	7	Trethellan
ook's Kitchen			44	10					534	0	0	Trethellan
Polgooth	84	1	46	15	0	381	L		1			Treloweth
****	18	10	•17	10	**	71		a	452	19		-
arnon	4		52	18	0	211	u		404	10		Angarrack.
****	24	- 1	45	5		101	16	8	1			800
****		7	63		0	95	8		346	1		
lottle Hill	6	- 1	14	15	0	268	10		200			Treloweth
****		64	10	10	0	h	b	0				Angarrack,
incroft	4	- 4	438	7		178	10	ů.	273	15		
increase	1		29		0	29.	13	0				Angarrack, Treloweth
	-	8				-	orace to	-	202	10	0	
eague's executors		à ·	43	A	8	431			314	à	0	Trethellan
outh Polgooth	14		43	87	0	17	19	8				1000
****	-	2	-		-			-	62	18	19	-
1	1	43			1				44254	R	i	1

METEOROLOGICAL JOURNAL, 1839.

Chit.	Photomostics.	Farmer	M81		thee.	Physics	-meter		Fine	
Thursd. 10 fron	4 36 to 62	29,57 to	20,42	Monday	14	36	1 3	M 1	19, 85	998.
Friday 11	49 66	23,58 .	29,54	Tuesday	15	50		5.11	St 7.4	7264
Saturd. 12	48 . 56	29.74 .	20,684	Wednes.	16	8		4011	70.54	. 20,
Sunday 15	45 67 /	29,84	\$1,92		-					
		Pres	million	wind, H.	W.					
Except the n	tornings o	f the 19th	and it	th, gene	rall	r clear	rais	h fel	1 on	the 16
time taxes more	Course wood	consumed on	served as	OF CASSIS	魔 4	C LINE I	200			
	-	-			-			Ima	MR 200	line a
Aurora Bores	alls very be	rilliant, v	with en	ruscation	E 0	n a de	wp cr	ima	36 00	lor, e
	alls very be	rilliant, v	rith en	ruscation the tath,	ie o	n a de n eight	wp cr	imas alf-p	on co	ior, e
Aurora Bores	alls very be	rilliant, v	rith en	ruscation	ie o	n a de n eight	ep cr to h	alf-p	ast,	

FROM THE LONDON GAZETTE,

Tuesday, October 15.

BANKBUFFS.

8. H. Holder, Bread-street, Cheapside, Manchester-warehouseman. (Turner and Hensman, Busing-lane, Bread-street.)

W. Smith, Union-vais, Blackboard, corn-merchant. [M'Leod and stenning, Long-Line Blackboard, corn-merchant. [M'Leod and stenning, Long-Line Blackboard, Staffershire, Jonnber. (Chaplie, Gray's Inn. square, J. Taylor, Hedon in Holderness, Yorkshire, corn morchant. [Hicks and Marris, Gray's Inn. square.

J. Hunter, Saiford, Lancashire, Beensed victualier. [Baster, Lincoln's Inn. Selds. William W. Denbigh, Bradford, Yorkshire, woolstapler. [Hawkins, Bloxam, and Rocker, New Boswell-court, Lincoln's Inn.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 5.

B. Williamson, Middleton, Lancachire, trun-founder—A. Lord, Trinidad place, Islington, surgeon—W. H. Browne, Macchetter, stone merchant—J. Morris, Lenminster, innkeeper—C. Baker, Vinc-street, Lambeth, miller.

Priday, October 11.

Oct. 14—A. E. Shelley, Lower Halliford, Micdieses, coal-morehant, 17—J. M. D. Kieffer, Southampton-street, Coront-garden, baker.

BANKEUPTS.

J. Kidd, Brownlow street, Drury lane, coach-currier. (Fry and Co., Cheapaide.

J. A. Reynelda, Birmingham, batter. (Adilington and Co., Bestlord.row,
T. Sowber, Manchester, beacheller. (Johnson and Co., Temple.

J. Hott, Rusholme, Lancachire, banker. (Adilington and Co., Bedford.row,
D. Weich, Derty, denier and rhapatan. (Care and Stuart, Bedford row,
J. Howie, Manchester, merchant. (Makinson and Co., Elem-court, Middle Tempie.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Nov. 8.

S. F. Gwynne, Llauvair ar.y-bryn, Carmartheachire, coach proprietor—J. Raifs, Tavislock effect, Covent garden, printed furnitus-dealer—R. N. Jenkins, New Wiedow, butcher—G. Chapman, Bath, chinaran—J. Lock, Bury M. Edmund's, miller—H. S. an, jun., Little Hampton, Bussex, grocer,

COAL MARKET, LONDON.

PRICES OF STOCKS.	BRITISH MINES.	PRICES OF SHARES.	PRICES OF SHARE
ENGLISH PUBLIC FUNDS Learning Monday, Tambay Macanday, Lancency, John	11 1. 1: 1: 1:	MISCELLANEOUS.	No. of Stame.
BANK STOCK, 7 per Cent. 181 2 181 2 180 794 180 179 8 3 per Cent. Hed. Anna 892 4 90 803 804 804 804 804 804 804 804 804 804 804		10,000 Anglo Mexican Mint 10 10 11 11 11 11 10 000 Anglo Dry Rot. 25 174 7 64 7	25,000 Agric.4 Com. of Irel. 25 10 5,000 Australasia 40 40 65 8 Jan. 1,500,000 Bank of Scotland 100 834 178 6 Oct.
3 per Cent. Anna	1,800 Arigna fron & Coal Co. 50 24	10,000 Appliante (C. Bijerter 100 974 45 444 45	10,000 Birmingham Bank. 30 10 234 10 Mar. 300,000 British Linen Co 100 100 . 8 Dec. 20,000 British North Amer. 50 25 283 6 Mar. 100,000 Commercial 5 5 46 7
New 5 per Cent	8,600 Biacnaron 20 49 42 41 42 (1,600 British Iron 50 50 8 8 8 1 1,600 Cariggan 1 1 4 4 1 100 Copper Bottom 41 30 30 30 30 2,000 Cornobian Lead Co. 3 4 4 4 4 4	8,600 Brit. Bock&PatentSait 50 35 12 12 12 8,000 Bahia Steam 10 8	20,000 Colonial
India Stock, 104 per Cent. 246 7 246 296 7 100 th Sea Stock, 34 per Cent 274 296 2 974 2975 2975 2975 2975 2975 2975 2975 2975	1,000 Cuddra	200,000 Canada Company 100 324 292 292 292 200,000 Canada (Upper) Bonds . 914 914	10,000 Foreign Banking Co
Ditto New Ann. 5 per Cent	10,000 DurhamCountyCoalCo. 50 30 — 2,000 East Cornwall Tip, &c. 6 6 3 22 2,560 East Wheal Strawberry 7 7 7 4 4 8 1,200 East Muiberry Hills . 34 36 2 16 16	5,000 Droitwich Patent Sait 25 25 145 145 145 2 122 Do. Progretors 100	3,906 Devon & Cor. Bg. Co 20 36
Ditto £200. ipr die die 2pr die 2 pr 2pm d. par 2 pm 2 d. par Ditto Email. 4 6 pr 4 6 pm 4 6 pr 5 2 pm 3 5 pm 2 4 pm. Ditto Cous.	4,000 English 25 124 2 14 2 3,200 Great Wh. Prosper 25 74 5 5.5	1,000 Equitable Discount So. 100 25	3,090 Lancaster 100 20 10 Aug. 25,000 Liverpool 100 10 237 10 July 60,090 Lond Joint Stock Co. 50 19 124 5 50,000 Manch. & Liver. Dis. 100 15 12 7 Mar.
A p. Cent. Cons. for Ac. Nov 27 504 91 902 902 2 912 992 902 2 903	10,000 Hibernian	2,100 Hungerford Market. 100 100 25 32 32 Hudson's Bay Stock. 100 100 268 268 268 10,000 India Steam Ship Co. 50 3	20,000 Manchester
BANK OF ENGLAND.—TRANSFER BOOKS. Bank Stock	2,00 late of seria (touriss) 12,00 Kelle werfin	1,800 London Corn Exchan 25 25 25 25 8,000 London Caoutchouc Co. 124 124 124 12 124	20,000 Nati.Bank of Ireland 50 17¢ 16¢ 5 Jan. 10,000 Nat. Provinct. Engl. 100 35 34¢ 5 Jan. 10,000 Ditto New 20 10 17½ 5 5 10,000 North Witts 25 5 10½ 5 20,000 Prov. Bk. of Ireland 100 25 444 8 July 100
8 per Cent. Reduced Wednesday J. 4, Wednesday 23, 34 per Cent. Reduced Wednesday 4, Wednesday 23, 34 per Cent. 1818 Wednesday 4, Thursday 17,	8,000 Peiberou Consols 10 10 1 1 8,000 Peiberou Consolidated 5 41 1 10 10 5,000 Redmoor Consolidated 5 41 25 2 2	50,000 Lond. Equit. Loan Co. 10 2 5000 London Cemetery Co. 20 12 10 10 10 20,000 Mexican South Amer. 10 7 64 64 64 7 New Corn Ex 374 204 204 204 204	10,000 North Wilts
Long Annuities Monday, 2, Monday, 21, Annuities for terms of years Saturday, 7, Thursday, 19, Old South Sea Annuities . Priday, 6, Friday, 18,	#0.000 Rhymney Iron	New Brunswick (Land) 57 10 10 10 10 10 10,000 Rio Doce	20,000 S. of Ireland, Cork. 25 5 5 . 4,000,000 Western of Scotland 200 40 5 July
FOREIGN STOCKS.	4,000 Trejeigh Consols	2,633 Ditto New	20,000 W. of Eng. A.S.W. Dis 20 124 12 5 - 20,000 Wilts and Dorset 15 74 74 5 - GAS LIGHT AND COKE COMPANIES
Austrian, 5 per Cent. 103 22 1022 1033 Seigtan, 5 per Cent. 75 75 74 754 722 5 724	198 Trevaskus	4,000 Thames Tunnel 50 30 94 94 94 10,000 Van Dieman's Land 100 18 84 84 85	10,000 Alliance.
Ditto, 1839 68	5,000 Wheat Brothers 20 20 4 4 5 5	Man of horses to the control of the	5,000 Do. Provincial 20 19 25 14 Nov. 928 Birmingham 774 50 93 54 July.
Cotombian, 6 per Cent	6,000 Wicklow Copper	1,760 Ashton and Oldham. 98 98 130 7 Sept.	600 Brestford 50 40 18 4 April 4,250 Bristol 20 20 36 2 Feb. 1,500 Brighton 20 20 102 34 Sept.
Greek, a per Cent. Ditto, 1925, 5 per Cent. Mexican, 5 per Cent. Ditto, deferred do. 104	5,000 Wheal Staters 5 1 11	1,482 Ashby-de-la-Zouch . 113 113 72 4 Oct. 720 Barusley	750 Do. New 20 18 9 35 2471 Brighton, General 20 20 104 45 Nov. 363 Carlisle 25 4,000 Continental Consolidat 75 624 105 64 July
Ditto, 1825, 6 per Cent	4,000 Alten Mining Company 15 124 11 11 11	8,000 Birming, 1-16th Share 792 793 221 92 Dec. 4,000 Bo. & Liverpool Junet, 106 100 26 . — 477 Bolton and Bury	240 Canterbury 50 50 50 55 6 Jan. 700 Chelmsford 50 50 42 4 Dec. 300 Cheltenham 50 50 75 8 Oct. 1.000 City of London 100 100 105 10 Sept
Partuguese, 5 per Cent	10,000 Angle Mexican CO. 15 25 24 24 25 25 26 24 25 26 26 26 26 26 26 26	712 Bridgwater & Taunton 100 100 70 3 Aug.	1,000 Do. New 100 5 114 6 Dec. 860 Coventry 25 25 25 2 1
Ditto, 3 per Cent	10,000 Brazilian Imperial 35 20 15 19 19 10,000 Bolivar 20 20	1,500 Chesterfield	600 Dudley
Ditto, deferred 142 142 143 144 144 144 138 138 138	10,000 Concetção. J Co. 10 3	11,819 Do. Bonds	240 Exeter 50 50 50 26 3 June 10,000 Equitable 50 50 26 3 June 10,000 European 20 15 . Aug. 4,50 Glasgow 25 25 54 10
PREKOH PUNDS.	8,500 Colombian Co. regis 55 55 74 34 4 1,500 Ditto, New 11 11	3,5754 Ellesmere & Chester. 133 133 80 4 Sept. 231 Erewash 100 100 800 62 Oct. 1,297 Forth and Clyde 100 400 600 30 July 11,600 Grand Junction. 100 100 183 10 June	20,000 Greenwich Railw. Gas
** PARI*** Coc. 0 Coc. 10 Coc.	20,000 General Mining Asso- ciation	2,82)4 Grand Union 100 100 20 1 Oct. 1,500 Grand Surrey 100 100 100 100 100 120,000 Do. (optional) Loan, 100 100 163 4 Dec.	800 lale of Thanet
ditto 8 mire. 24f. 85c. 24f. 92fc. 24f. 95c. 24f. 95c	5,000 Minas Geraes	3.096 Grand Western 100 100 14 600 Glamorganshire 1721 1721 134 Sept. 1,960 Gloucester & Herkies 100 100 269 Do. (optional) Notes. 60 60	750 Leith Coal Gas 20 20
Exchange 81f. 43c, 81f. 55c. 81f. 50c. 81f. 66c	2,500 Rio de Anori	6,223 Huddersfield 574 574 354 2 Sept. 100 Kensington 160 160 10 10	200 Maldstone. 50 50 100 10 Feb. 9,000 Phemix 50 39 294 4 June 579 Portsea 53
IRISH PUNDS,	10,000 United Mexican	2,8977Leeds and Liverpool 100 100 750 30 Nov.	304 Poplar . 50 50
Bank Stock	RAILWAYS.	140 140 230 154 July 1,897 Leicester & Northam 884 884 39 6 Dec. 25 25 76 Longthorough 1422 1422 2230 162 July	1,600 Sheffield 164
Ditto ditto, reduced 4 per ct. 962 Grand Canal Stock. 25 0 9 242 Consuls 3 per ct. 96 Mining Co. of Ireland 7 0 0 142	2,500 Aytestury 20 17 18 80 66 66 68 9,500 Birmingham and Derby 10 80 66 66 68 9,500 Birmin, & Gloucester 10 60 33 33 33 7,500 Birm Brist, & Th. June. 20 18 29 9 9	Manches, Bol. & Bury	240 Warwick 50 50 50 5 Jan. 400 Wakefeld 25 25 25 14 Jan. 750 Warriegton 20 20 20 1 Oct.
Exchequer Bills 25d per diem Kingstown Hallway 80 0 0 67	666 Holton and Leigh 106 80 61 61 al 64 bitto 4 Shares 20 25 - 15,000 Briston and Exeter 100 30 6 6 6 4,172 Cant. A Whitstable 26 50 50	3.000 Mersey and Irwell 100 100 500 23 Oct. 3.000 Macclesfield 100 100 51 2 — 247 Neath 100 100 325 17 July	12,000 Westminster Chartered 50 50 58 5 Dec. 6,000 Ditto New 50 10 1 12s Dec. 200 Worthing 50 50 50 50 50 Mug. 850 Yairmouth 50 50 50 50 50 50 50 5
New York 5 1815 98 9 Louisiana 5 1844, 7, 50, 7, 868	350 Cheltenham 100 100 14 12 14 5,00 Chester & Birkenhead 50 35 425 421 421 425 100 100 100 100 100 100 100 100 100 10	100 Nene Navig. Bds. 100 100 100 1,786 Oxford 100 100 600 30 Sept. 521 Oakhum 130 130 52 34 May 2,400 Peak Forest 78 78 104 5 Dec.	DOCKS.
Pen saylva. 5 1854 INCORPORATED BANKS. Per Cent 1854 United States 8 1866 20 1034	7,500 Do Extension	S con Bachdale 85 85 112 6 May	600,1065 Commercial 100 100 68 S July East and West India Stock
Maryland 6 1870 City Bank	6,000 Dublin and Brogheda	25 225 127 8 Dec.	1,038 East Country 100 100 100 22 Dec. 22 S.8,310 Los 10 London, Sth 100 4 22 Dec. 2 con Bristol 100 4 20 Dec. 2 con Bristol 1474 1474 74 2719 Dec.
Ohio 6 inid, 56 101 New York Life and Trust 5	7,500 Durham S. W. Junction 20 35	300 Stourbridge 145 145 400 12 July 3,647 Stratford.on. Avon 798 798 45 2 Aug. 200 Strondwater 150 156 500 24 Nov.	88,324 Ditto Notes
COURSE OF EXCHANGE.	8,000 Eastern Counties	3.73 Swansca 100 100 280 16 Nov. 2,762 Severn & Wye & Kallw 35 35 39 24 Sept.	11,000 Grand Collier Docks 30 30 352,75284. Katharine. Stock 100 100 107 5 Jan. 500,000 Ditto Bonds 1015 45 Oct. 200,000 Do. Bonds for 10 years 20 3 11 11 12 12 13 14 Oct. 20 3 11 13 14 Oct. 20 3 11 13 14 Oct. 20 3 11 14 Oct. 20 3 14 Oct. 20 3 14 Oct. 20 3 14 Oct. 20 Oct. 20
Course Course (Springer Course of Course organism on Change or Change on Change on Change on Change on Change on Change on Change or Cha	2,500 citang. Paisley & Ayrsii. 50 25 21 21 21 6,000 citang. Paisley & Green. 25 11 10 10 10 10 10 10 10 157 194 194 195 195 195 195 195 195 195 195 195 195	São Tavistock (mineral . 100 100 2 Mar	Southampton 50 5 27
Ditto at Sight 2 4 12 1 12 15 seville 56 1 Retterdam 12 74 13 44 13 45 (Blendiar p. A. d. 48 2 Antwerp 12 45 13 54 - Leghern 30 35 36 20 50 75	0,000 Great North of England 100 45 26 25 26 26 26 26 26 26 26 26 26 26 26 26 26	1,000 1,0004 Warwick & Bir. 100 100 277 16 May. 180 Warwick and Napton 100 100 126 15 Nov. 6,000 Worcester & Hirming. 78 78 70 Aug.	BRIDGES. 1,600 Hammersmith
Hamburgh Mes. R. 13 13g 13 3d 13 101 Genoa 25 80 25 70 25 72g Altona 25 15 14 - Milan 25 15 14 - Start Star	s,coo Gt. Leinster & Munster 5,coo Huil and Schly 50 (6.11 45) 44 7,100 Leeds and Schly 100 cc. 70 7 70 2,000 Leicester and Swaning 30 30 744 74 73	son Wyrley and Essington 123 125 714 3 Jan.	7.20 Do. New of 74 per cent. 30
	000 Leicester and Swaning 30 30 31 33 34 34 34 34 34 34		\$,000 Do. old Annutice of St. 50 40 40 714 19a3 Feb.
Vienna off to 10 5 10 5 10 5 Bahta	Ditto New 20 181 181	Z.000 Aibson	WATER WORKS. 800 Birmingham
Milbon St — New York & Philad 464 6 —	Do. Shares 25 14 21 22 23 24 24 24 24 24 24	1,2004 Birminghm Fire. 250 55 10. 5 May 20,000 British Fire 250 50 40 4 Sep. 4 12,000 British Comercial 50 5 6 6 Dec. 4	121 Colchester 100 100 100 100 100 100 100 100 100 10
PRICES OF MUTALS.	100 100	5,000 Cler.Med. & Gen. Life 100 2 4 4 5 Aug. 5 4,000 County 100 10 42 2 5 Dec. 5 20,000 Eagle 50 5 5 8 0 Ct. 2 20 Eropomic Life 1000 250 400 5 Jan.	And Grand Junction. 25 25 25 26 27 28 28 28 29 20 20 20 20 20 20 20 20 20 20 20 20 20
	ned Lond & Brighton 50 50 -11 161	5,000 Edinburgh Life 100 10 0 Jan. 1 2,271 European Life 20 20 22 14 Jan. 50,000 Intio New 20 2 14 2a Jan. 6	Water Annulties 62 24 Oct. 486 Manchester & Salford. 100 30 554 2t Mar.
Pureign = S. Aus. of a 5 Nail Resis. from 11 0 0 14	con Manchester and Leeds 100 60 68 68 68	7,500 Recules 100 10 16 7 April s	700 Portsmouth&Farington 10 8 10
Plates, common (s.c. 1 to a to 1 to a to 1 to a to 1 to a to 1 to boot, per s. v. 1 is a	100 Manchester & Oldham 100 1 1 1 1 1 1 1 1	2,000 Imperial Pire. 500 50 157 51 Dec. 6 7,500 Imperial Life. 100 10 104 Ps July 1 15,438 Indomnity Marine 100 54 25 5 Sept.	300 West Middlesex
Wasters of the above Mks. Is less, all per ton. Russian com., res 13 c c 4 c c c c c c c c c c c c c c c c	60 Maryport & Cartisle	2,030 Kent Fire	ROADS. ACI Archw. and Kent Tb
desty bon htracks, bd. cod 3 6 0 qualit. from \$5 0 0 to 45 0 0 12 per curt Barn., bd. curf. 4 4 0 Shear do. do. 45 0 0 , 54 0 0 12 ab. Brit For part of Cast do. do. 45 0 0 . 64 0 0	Northern and Eastern 100 23 10 14 13 100 Northern and Eastern 100	16,000 Miserva Life. 20 2 - 4 July 3,000 London, Pire. 25 124 18 Sep. 11,000 London, Ship 25 124 18 Sep. 10,000 North British 200 10 204 6 June	ASS Archw and Avent in 100 100 225 14 1 A 5 100 Barking 100 100 75 5 1 A 5 1
Shoot for 21 0 0 Daty 20 1 Do. Faggeds led am 12 10 0 End of the 21 0 0 per cent. Milan. Set for 25 0 0	400 Prestor and Wyre 30 30 44 42 42 42 42 42 42 42 42 42 42 42 42	10,000 Palladium Life 50 2 2 3 Jan. 1 10,000 Professor Life 1 1 4 1 2,000 Professor Life 1 1 4 1	LITERARY INSTITUTIONS.
White dry to 27 0 0 season age to p. Dong to the season age to the season age to p. Dong to the season age to the season a	Shockton & Darlington 100 30 300 230 230 10 000 200 230 230 10 000 200 230 2	9,000 Rock Life 20 2 7 3a Oct. 9,270 Royal Exchan. Stock 208 5 Dec. 1,	400 Adetaide Gai, of Science 50 15 15 17
Tipe TABLE	001 South Eastern	1 Son Union 90 103	Ace London University 150 150
HIGH WATER AT LONDON BRIDGE, from Oct. 15 to 25.	200 West Darham	to Westminster Life 1000 1000	Pieet-sireet, in the city of London; where all Co-
Morning 11 3	The same are and the same same	10,000 West of Sections 1 10 ' ' ' - '	nunications and According to the forwarded, post paid.—Satu resy, Oct. 12, 1809.